



# The Fly-By

A Quarterly Publication of the  
**Southwest Region**  
July 2021



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**The Fly-By** is published quarterly on the first month of each quarter. Deadline for submissions are:

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**Credits:** In all cases, please give full grade, name and unit of assignment of

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Send submissions to the Editor at:

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## **SWR Commander's Corner**

As I approach the end of my assignment as the Southwest Region Commander, I find myself reflecting on the past four years and the outstanding accomplishments of our SWR volunteers. My tour started in 2017 with Hurricane Harvey, which was certainly a watershed event for CAP. It was the *First Air Force Mission of the Year* and led to a greatly improved and expanded partnership with FEMA. That partnership was exceptionally helpful as more hurricanes, flooding, tornadoes, and yet more hurricanes followed. And our volunteers certainly stepped up and more than met those challenges.

An additional partnership that was essential to our success in all our missions (not just hurricanes) was the outstanding relationship we have with the Southwest Liaison Region of CAP-USAF. They are truly a force multiplier and strong advocates for our volunteers and what they do.

Our Aerospace Education staff reached out and organized AE workshops across the region, which, among other things, led to a 225 percent increase in the number of units participating in the Aerospace Excellence (AEX) program.

Our Cadet Programs staff promoted excellence and engagement in all the wings and earned the Sorenson Award in 2018 and AE Teacher of the Year in 2020.

An outstanding safety staff championed risk management, mishap lessons learned and safety education, and garnered the Paul W. Turner Safety Award for the region in 2017, 2018 and 2020.

For the past 15 months, our members have dealt with COVID-19 but refused to let the pandemic stop them. More so than any other region, our volunteers delivered test kits, vaccines, food, and masks.

They also organized and contributed to the highly successful Operation Pulse Lift blood drive, which the Red Cross credits with saving over 10,000 lives.

National level recognition is a proven indicator of the institutional excellence displayed by all our volunteers, and I have listed those individuals below.

## The Fly-By, Southwest Region, July 2021

It has been an honor and a privilege to be part of an organization with people of this caliber that do such amazing things. I look forward to seeing Southwest Region reach the next level of performance in service to our country and communities under the outstanding leadership of Col. Martha Morris.

### 2021

- AFSA CADET NCO OF THE YEAR – Cadet 2nd Lt. Hunter C. Mamawal – New Mexico Wing.
- CADET OF THE YEAR – Cadet Col. Jackson B. Baker – Texas Wing.
- LT. COL. T. KEITH RIDDLE AIRCREW MEMBER OF THE YEAR – Lt. Col. Aaron E. Oliver – Oklahoma Wing.

### 2020

- AEROSPACE EDUCATION TEACHER OF THE YEAR – Lt. Col. James D. Peace – Texas Wing.
- COL. DAVID KANTOR OPERATIONS STAFF MEMBER OF THE YEAR – Lt. Col. Aaron E. Oliver – Oklahoma Wing.
- COL. ROBERT PAYTON PUBLIC AFFAIRS OFFICER OF THE YEAR – Capt. Margot A. Myers – Arizona Wing.
- SQUADRON OF DISTINCTION – Apollo Composite Squadron – Texas Wing.
- F. WARD REILLY LEADERSHIP AWARD – Maj. James R. Glombowski – Texas Wing.
- PAUL W. TURNER SAFETY AWARD - Arizona Wing.

### 2019

- SENIOR CHAPLAIN OF THE YEAR – Chaplain, Lt. Col. Nancy T. Smalley – Southwest Region HQ.
- PROFESSIONAL DEVELOPMENT OFFICER OF THE YEAR – Maj. Natalie Franc – Texas Wing.

### 2018

- COL. DION E. DECAMP GROUND TEAM OF THE YEAR – Group VI – Texas Wing.
- COL. EDWIN W. LEWIS INCIDENT COMMANDER OF THE YEAR – Lt. Col. Rick Woolfolk – Louisiana Wing.
- INSPECTOR GENERAL OF THE YEAR – Lt. Col. Todd G. Scioneaux – Louisiana Wing.
- JACK V. SORENSON CADET PROGRAMS OFFICER OF THE YEAR – Lt. Col. Victor A. Santana – Louisiana Wing.
- LT. COL. T. KEITH RIDDLE AIRCREW MEMBER OF THE YEAR – Maj. Alfred Spain – Louisiana Wing.
- PROPERTY MANAGEMENT OFFICER OF THE YEAR – Lt. Col. Philip A. Berchtold – Oklahoma Wing.
- BREWER AWARD, SENIOR MEMBER – Lt. Col. Kathleen E. Beauford – Louisiana Wing.
- PAUL W. TURNER SAFETY AWARD – Arizona Wing.

### 2017

- COL. DION E. DECAMP GROUND TEAM OF THE YEAR – Group VI – Texas Wing.
- BREWER AWARD, INDIVIDUAL/ORGANIZATION – Arkansas Space Grant Consortium – Arkansas Wing.
- PAUL W. TURNER SAFETY AWARD – Louisiana Wing. 🇺🇸

**Col. Joe R. Smith, CAP**  
*Southwest Region Commander*

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### **Safety is Priority One**

Please read the latest issue of The Safety Beacon for timely, seasonal advice at  
<http://members.gocivilairpatrol.com/safety/> 🇺🇸

**Right:** Col. Martha Morris will take command of the Southwest Region in late August. (Photo: Arizona Wing Public Affairs.)

## **Col. Martha Morris Selected to Lead Southwest Region**

by Maj. Margot Myers, CAP, Arizona Wing

PHOENIX – Col. Martha C. Morris, Southwest Region director of operations and former Arizona Wing Commander, has been selected as the next commander of the Southwest Region. A 39-year member of Civil Air Patrol, Morris also serves at the national level as chair of CAP's Uniform Committee.

Morris accepted the appointment by Maj. Gen. Mark Smith, CAP national commander/CEO, and will succeed Col. Joe Smith, who has led the Southwest Region since August 2017. The change of command will take place in late August.

Maj. Gen.-select Ed Phelka, national vice commander, who becomes national commander on Aug. 26, led the selection committee. Southwest region includes CAP wings in Arizona, Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

"I have seen Col. Morris in action as a very talented and highly capable leader," Phelka said. "Under her leadership, I am certain that Southwest Region will continue to excel!"

Morris began her Civil Air Patrol Service in 1981 as a check pilot at Falcon Composite Squadron in Mesa, Arizona. Her early years in CAP were focused on mission check pilot and standardization and evaluation assignments. Morris served as wing director of operations and commander of the Arizona Wing Operations Support Group before assuming command of Arizona Wing in January 2016, a command she held for four years.

"When I first joined CAP in 1981, both my squadron commander and the commander in Rocky Mountain Region were women, so I imagined my future in CAP was wide open," Morris said. "One area that I will focus on as region commander is recruiting and retention. I am hoping to





encourage members who left CAP during the pandemic to return, making sure that our organization is welcoming and inclusive.”

Morris has received numerous awards, including the Del Rubi Leader/Mentor Award presented by the CAP-USAF Southwest Liaison Region, Distinguished Service Award, Exceptional Service Award, Meritorious Service Award with four clasps, Unit Citation, Commanders Commendation with six clasps, and Aircrew Find award with propeller for finding two downed aircraft during search and rescue missions.

In 2020, she was selected to represent CAP on the Women in Aviation Advisory Board, which advises the Federal Aviation Administration on opportunities for women to pursue a career in aviation.

Morris is qualified in multiple Emergency Services positions including incident commander 2, air operations branch director, and operations section chief. In addition to aircrew qualifications as mission pilot, observer, and scanner, she is a member of Arizona Wing’s ground team. She holds ratings in six specialty tracks including master ratings in command, operations, and standardization and evaluation.

Certified by the FAA as an airline transport pilot, Morris flies the Airbus 320/321 as a captain for JetBlue Airways. She also is a qualified check pilot for powered aircraft and gliders and a certified flight instructor for single and multi-engine and instrument airplanes. She has a total of more than 22,000 flight hours.

Prior to joining JetBlue in 2011, Morris was the chief pilot for Hensley Budweiser in Phoenix for 15 years.

In addition to a bachelor’s degree from Arizona State University in 1985, Morris earned a master’s degree in aeronautical science from Embry Riddle Aeronautical University in 2002. 🇺🇸

**Below:** In 1984, then-Capt. Martha Morris was selected to take members of the U.S. Air Force Thunderbirds air demonstration squadron on a flight in a CAP airplane to look for obstacles and obstructions and to mark recommended turning points for the pilots in advance of the team’s appearance at an air show at Luke Air Force Base. CAP routinely provided this service to the Thunderbirds in the ‘80s. *(Photo from Col. Morris’ personal collection.)*





**Right:** Rebecca Oppenheim (Photo: 2nd Lt. Anne Calvert, CAP)

**Below:** NASA's *Ingenuity* Mars helicopter is seen here in a close-up, taken by Mastcam-Z, a pair of zoomable cameras aboard the Perseverance rover. (Photo: NASA/JPL-Caltech)

## ***Former Louisiana Wing Cadet's Dreams Take Flight on Mars***

*by 2nd Lt. Anne Calvert, CAP, Louisiana Wing*

MANDEVILLE, La. – Rebecca Oppenheim (a former cadet in Civil Air Patrol's Louisiana Wing) and fellow engineers on her NASA design team were nervously watching and waiting for the signal that the Mars helicopter, *Ingenuity*, had completed its first flight on the Red Planet.

NASA's *Ingenuity* Mars Helicopter became the first powered, controlled flight on another planet. The solar-powered helicopter first became airborne on April 19, 2021, at 3:34 a.m. EDT (12:33 Local Mean Solar Time – Mars Time). *Ingenuity* climbed to an altitude of 10 feet and maintained a stable hover for 30 seconds. *Ingenuity* then touched back down on the surface of Mars, after a total of 39.1 seconds in flight. In less than a minute, it had established a world record.



**Right:** Rebecca Oppenheim talks about the Mars helicopter *Ingenuity* with St. Tammany Composite Squadron members. (Photo: 2nd Lt. Anne Calvert, CAP)

*Ingenuity* traveled almost 300 million miles in the belly of the Mars land rover, *Perseverance*. In early April, the land rover was taking selfies with the helicopter in Mars' Jezero Crater, which will now be known as Wright Brothers Field in honor of the Wright Brother's historic flight on Earth 117 years ago. "We have been thinking for so long about having our Wright Brother's Moment on Mars, and here it is" said MiMi Aung, project manager of the *Ingenuity* Mars Helicopter at NASA's Jet Propulsion Laboratory (JPL).

Now that the *Ingenuity* Mars Helicopter has proven that powered, controlled flight is possible on Mars, the *Ingenuity* experiment has begun a new operations demonstration phase, and is currently exploring how aerial scouting and other functions might benefit future exploration of Mars and other planets.

As of June 8, 2021, *Ingenuity* had logged seven flights on the Red Planet, has traveled distances as far as approximately 873 feet, a little more than the length of two football fields, with a maximum altitude of approximately 33 feet, and a maximum ground speed of approximately 9 mph. The Mars Helicopter weighs 4 lbs. on Earth, 1.5 lbs. on Mars. The helicopter was designed to fly in Mars' thin atmosphere, less than 1% as dense as Earth's atmosphere.

During an internship at NASA's Ames Research Center in California, Oppenheim worked for six months on the team that designed the helicopter's blades.

Oppenheim started her journey into aerospace engineering, modeling, and simulation when she was a young girl at a summer camp at the U.S. Space and Rocket Center in Huntsville, Alabama. From then on, she knew that she wanted to design things that fly and send them into space.

Oppenheim worked hard at Mandeville High School studying mathematics and science and participating on the robotics team. She was also active in the Louisiana Wing's St. Tammany Composite Squadron during her last two years of high school, having joined because of her interest in flying, seriously contemplating attending the U.S. Air Force Academy.

Oppenheim's father, local lawyer Daniel Oppenheim, joined the squadron to support her efforts. He now holds the CAP rank of captain and is the Louisiana Wing's legal officer as well as a mission pilot and cadet orientation pilot. Oppenheim also drew support from her mother, 22nd Judicial District Court Judge Patti Oppenheim.

CAP's aerospace education activities and classes complemented Oppenheim's high school academic endeavors. After high school, she studied aerospace engineering at Mississippi State University, graduating magna cum laude in 2018. She has since worked for NASA and is now a U.S. Army employee.

On April 17, 2021, Oppenheim spoke to members of her old squadron about her career and her experiences working as a woman in a STEM-related field. She encouraged cadets to pursue careers in aerospace engineering and STEM-related fields through Civil Air Patrol, school programs, and other opportunities available to them, both locally and nationally. 🇺🇸







**Top:** Overview of the sUAS training area. (Photos, unless otherwise noted: 1st Lt Jonathan McIntyre, CAP)

## ***Texas Wing Hosts sUAS Training Events***

*by 1st Lt. Paula Collins, CAP Texas Wing and 1st Lt Jonathan McIntyre, CAP, Arkansas Wing*

LONE OAK, Texas – Civil Air Patrol's newest field in emergency services is still in a crawl to get personnel qualified to operate CAPs smallest airframes. Small Unmanned Aerial Systems (sUAS) – or the more common and discouraged nomenclature, drones – are becoming a distinguishing asset for CAP and their customers.

During the first mass training held by Texas Wing Director of Operations sUAS Capt. Greg Collins (DOU), nine student pilots from North Texas and Western Arkansas were trained. The furthest traveled by far were Lt. Col. Charles Rine and Chaplain Wesley Hulvey, both members of the 115th Composite Squadron in Rogers, Arkansas. Two of the nine pilots recertified their CAP Form 5U (CAPF 5U), the sUAS equivalent to the manned aircraft CAPF 5. This is an important milestone for pilots of both manned and unmanned aircraft, that allows them to continue their training on the chosen aircraft to achieve a Mission Pilot qualification. A CAPF 5U must be completed for every airframe type the pilot wishes to fly. For this training, the DJI Mavic series and the Skydio 2 were used.

On May 29, 2021, the training was held at Top Rail Cowboy Church in Greenville, Texas, because possible rain was forecast, and the church's arena was ideal for indoor training. Luckily for the participants, the rain held off and made for "a great day for flying," according to Capt. Collins, with an overcast morning that turned into a partly sunny afternoon.

During the morning training session, the future pilots were walked through the assignments of a Google Classroom entitled, "SWR CAPF-5U School." This training aide was created by Arizona Wing Assistant DOU 2nd Lt. Brett Seidell and his team, so members could go through the sUAS training at their own pace and connect remotely to sUAS check pilots, including Seidell, to perform their CAPF 5U.





**Above:** sUAS pilots (Photo: 2nd Lt. Michael Hill, CAP – taken with a Mavic Air 2).

**Below:** Maj Steve Blanchard (center) provides familiarization of the DJI Mini to Capt. Missy Roth (left) and 1st Lt Michael Kappas (right).

Capt. Collins was assisted by 2nd Lt. Michael Hill, of the Lakeshore Composite Squadron, in Rockwall, Texas. Hill, who has nearly two decades of experience in unmanned systems, presented the National Institute of Standardized Testing's (NIST) sUAS course. According to the NIST website, "NIST is leading an international effort to develop the measurements and standards infrastructure necessary to evaluate and compare robotic capabilities for emergency responders and military organizations. The resulting standard test methods and performance metrics address critical national security challenges by enabling quantitative measurement and comparison of system capabilities and operator proficiency."

Second Lt. Hill said, "The NIST course has the potential to be an invaluable tool for CAP." He explained that the course challenges the pilot to manipulate all aircraft controls to achieve the desired result. Hill is an authorized trainer on the NIST course, which he uses to train sUAS pilots, primarily first responders and corporate entities.





**Right:** A DJI Mavic 2 Enterprise (lower right) and a DJI Mavic Mini fly during CAPF 5U evaluation.

**Below:** Cadet Tech Sgt Staffani Johnson-White operates the Mavic 2 Enterprise for CAPF 5U evaluation.

“In order for pilots to get credit, they must capture a proper image of the targets while transiting through the course, in which you will be required to fly in all directions,” Hill explained to the students. The NIST’s Open Lane Test has three stations with five numbered targets each. The pilot must be properly aligned with the bucket to obtain the correct image.

Hill emphasized that, “CAP sUAS pilots will benefit from this training because it is standardized, will allow pilots to build rapport within CAP and with our customers because we are using deliberate testing to increase pilot proficiency.” He added, “This has been the first time that the NIST course has been presented to a training group in Texas.” Collins and Hill hope to integrate the NIST course into the wing’s training syllabus and would like to see it implemented in the region. The course was set up at the time of training for the students to inspect, although time constraints did not allow a demonstration of the course.

In the afternoon, the students worked on completing the requirements for the CAPF 5U. Each pilot had a visual observer, which is required by CAP draft regulations, they then flew straight and level, a square pattern, and performed a manual point of interest, in other words, orbit an object.

The students also had to demonstrate how to correctly inspect and deploy the aerial systems while remaining safe during their test. A key part of the evaluation was to cooperate with the visual observer to ensure the aircraft remained within the practice area.

The initial training in May consisted of only senior members. A second training, conducted on June 26, 2021, included six senior members and two cadets. During this exercise, three participants, including the two cadets, achieved their CAPF 5U while the rest worked on their sUAS Mission Pilot qualifications, including the CAPF 91U. Like the manned aircraft CAPF 91, sUAS pilots must demonstrate the ability to operate the aircraft in advanced operations, such as planning a flight and performing search patterns.

The training exercise was held on Capt. Collins’ property, that has plenty of open land and Class G airspace. The airspace was important because it meant that air traffic would be light and most likely well above the 400-foot maximum altitude for the sUAS.

Cadet Tech Sgt. Staffani Johnson-White of the Irving Composite Squadron and Cadet Tech Sgt. Toby Nash of the 95th Composite Squadron, Texarkana worked on becoming sUAS technicians. The cadets had to demonstrate safety around the sUAS and assist the pilots during the operation of the sUAS.







**Left:** (L-R) Capt. Greg Collins observes Lt. Col. Charles Rine during CAPF 5U recurrent evaluation.

**Below:** Cadets Toby Nash (left) and Staffani Johnson-White (center) train as sUAS technicians during CAPF 91U evaluation with Lt Col John Krogstad (right).

Both cadets enjoyed the opportunity to operate the small aircraft which again consisted of the DJI Mavic series and the Skydio 2. The cadets did achieve their CAPF 5U which will also allow them to fly recreational Aerospace Education demonstrations.

Cadet Tech Sgt.

Johnson-White (age 15) was eager to be involved in the exercise. She is passionate about aviation and eager to get her pilot's license. Johnson-White said that the training was informative and that she had a great time learning about the sUAS.

Cadet Tech Sgt. Nash (age 14), who would like to make flying sUAS a career, said, "This was great training and a start to learning more about the aircraft." Nash also hopes to achieve his private pilot's license and possibly join the Air Force.

Capt. Collins hopes to provide sUAS training at the end of every month to increase the number of sUAS mission pilots with a Technician rating and check pilots in the Southwest Region. "My goal is to assist wings to get up and running to a point that they produce their own mission pilots and check pilots."

CAP regulations require sUAS Mission Pilots to have their FAA Part 107 certificate and be current in their training. This means that if pilots obtained their certificate prior to when the new recurrent rules were implemented by the FAA in April of 2021, they are required to take the Part 107 Small Unmanned Aircraft Systems Recurrent (ALC -515) for part 61 pilots or the Part 107 Small UAS Recurrent Non-Part 61 Pilots (ALC-677).

In addition to the recurrent training, pilots are required to take The Recreational UAS Safety Test (TRUST) that is available through FAA partner organizations such as Academy of Model Aeronautics (AMA). Civil Air Patrol guidance suggests taking the AMA course, but it is not the only source for the training: other test administrators can be found on the FAA website. 🇺🇸







**Top:** CAP National Commander Maj. Gen. Mark Smith called the honorees good people who did what needed to be done in an emergency. (Photos: Margot Myers, CAP)

**Below:** Seeing each other before the ceremony for the first time in a year was an emotional moment for survivor Destiny Bain, left, and one of her rescuers, 1st Lt. Kelli Hammit.

## ***Arizona Wing Members Honored as Lifesaving Heroes***

*by Maj. Margot Myers, CAP, Arizona Wing*

GLENDALE, Ariz. – On May 20, 2021, the one-year anniversary of an active shooter incident at Westgate Entertainment District in Glendale, Arizona, the Civil Air Patrol honored two Arizona Wing members. Maj. Randy Hammit and 1st Lt. Kelli Hammit provided lifesaving first aid to two teenagers who were wounded during the incident. National Commander Maj. Gen. Mark Smith presented the Silver Medal of Valor to the Hammits, members of the 388th Composite Squadron in Glendale, during an evening ceremony at the Gila River Arena.

The Silver Medal of Valor recognizes "distinguished and conspicuous heroic action, at the risk of life, above and beyond the call of normal duty." Since it was established in 1960, the honor has been awarded fewer than 150 times.

The guest of honor at the ceremony was Destiny Bain, one of the teenagers that the Hammits assisted after she was shot. Paramedics were not allowed on the scene until it was secured by police, so the Hammits administered first aid to Bain and her friend, Armando Jaime, for about 20 minutes until EMTs took over. Bain was shot in her lower leg and Jaime was shot in the chest.







**Above:** (L-R) Maj. Gen. Mark Smith speaks with Destiny Bain, 1st Lt. Kelli Hammit, and Maj. Randy Hammit after the Silver Medal of Valor presentation ceremony.

Since the incident, 1st Lt. Hammit, a registered nurse for more than 30 years, has stayed in touch with Bain and her mother, Kathie. Before the ceremony, seeing each other for the first time in a year was an emotional moment for the survivor and her rescuers.

During the ceremony, Bain thanked the Hammits for their help. "When I was on the ground begging and pleading for help, they were the only people who came to help me," a tearful Bain told the gathering. "Nobody else did anything but stop and stare at me or get out their phones to record.

"To know that the shooter was still out there, but all they could think about was to stop the bleeding in my leg, that meant a lot to me. To have you there and to know that I was not alone, fighting by myself ... and that you stayed there until the ambulance took me away, I could not stop thinking about you.

"We shared a traumatic moment together ... one that we'll never forget. It's imprinted on our lives, and we'll always have that memory."

CAP National Commander Maj. Gen. Mark Smith first met the Hammits when they joined New Mexico Wing where he served as wing commander.

"The Hammits are good people and they do what needs to be done," Smith said. "Randy and Kelli ran into harm's way knowing that they were placing their lives at risk, and they did what needed to be done.

"And you did it in a manner that makes all of us proud," he told them.

Arizona Wing Commander Col. Rob Pinckard told the audience that he wanted them to understand that the Silver Medal of Valor is "a big deal. This is the highest decoration a Civil Air Patrol member can receive.

"In my 20 years of service in the Civil Air Patrol, this is the first time I've seen a Silver Medal of Valor presented," Pinckard said, "and tonight I get to see it twice."

The recording of the YouTube livestream of the ceremony is available [here](#). 🇺🇸





**Top:** (L-R) USAF Col. Michele Boyko presents a plaque, in appreciation of the Wing's contribution to the COVID-19 relief missions, to New Mexico Wing Commander Col. Annette Peters. The plaque was presented on behalf of U.S. Army Col. Dale Snider, Region VI Defense Coordinating Officer for U.S. Army North. (Photo: Lt. Col. Dave Finley, CAP)

## ***Air Force Recognizes New Mexico Wing's Pandemic Service***

*by Lt. Col. Dave Finley, CAP Mission Public Information Officer*

ALBUQUERQUE, N.M. – On June 18, 2021, describing Civil Air Patrol members with terms such as “quiet heroes” and “selfless volunteers,” a U.S. Air Force official presented a one-of-a-kind symbol of recognition to the New Mexico Wing for dedicated service to the state and nation during the COVID-19 pandemic.

Beginning in April 2020, CAP volunteers, acting as the official auxiliary of the U.S. Air Force, flew time-critical coronavirus test samples from far-flung communities across the state to laboratories in Albuquerque for processing. The rapid transportation helped get the test results delivered quickly to aid in treatment and in tracking down contacts of patients diagnosed with COVID-19. When the first vaccines became available, CAP aircrews quickly turned to speeding the crucial medicines from Albuquerque to numerous New Mexico towns and cities. The New Mexico Wing was the first CAP unit in the nation to carry the vaccines for a state.

Throughout the pandemic, nearly 140 New Mexico CAP members contributed at least 13,627 volunteer labor hours, including 587 flight-hours, and 5,354 miles driven in ground vehicles. The final flights in the COVID-19 missions came in March 2021. The CAP COVID-19 missions were funded by the Federal Emergency Management Agency, and New Mexico Wing assisted the New Mexico National Guard, in support of the New Mexico Department of Health.



## The Fly-By, Southwest Region, July 2021

In the June 18 ceremony, the CAP New Mexico Wing received a plaque commissioned by U.S. Army Col. Dale Snider, Region VI Coordinating Officer for U.S. Army North. The plaque, shaped like the familiar Cessna aircraft that CAP flies, includes a list of many of the 2020 accomplishments of the members of the New Mexico Wing. Snider oversees coordination of Federal forces, when those forces are tasked to be in support of state efforts, as requested by state and tribal governors. The region includes five states: Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

"We don't have a standard way to laud the unique and consistent services the New Mexico CAP provided during this historic time. Col. Snider was eager to ensure the volunteers in New Mexico knew their efforts were both noticed and applauded," said Col. Michele Boyko, a representative of Air Forces North, who presented the plaque, on behalf of Col Snider, to New Mexico Wing Commander Col. Annette Peters.

"We greatly appreciate this recognition," Peters said. "Throughout a major national emergency, our members gave freely of their time and efforts to provide extremely valuable services for our fellow New Mexicans. Despite the pandemic's impact on their own personal and professional lives, they dedicated themselves to helping others. They have added a highly honorable chapter to Civil Air Patrol's nearly 80-year legacy of service to our nation," she added.

Acting as a Total Force partner and official civilian auxiliary of the Air Force, Civil Air Patrol is aligned with First Air Force to rapidly respond to non-military threats domestically when tasked in a Defense Support of Civil Authorities capacity to save lives, relieve suffering, and provide humanitarian assistance. 🇺🇸

**Below:** Cols. Boyko and Peters (center) display the plaque alongside members of New Mexico Wing's Incident Management Team for COVID-19 missions, joined by CAP National Commander Maj. Gen. Mark Smith (front row, second from right). (Photo: Lt. Col. Dennis Hunter, CAP)







**Top:** Foreground (L-R) Lt. Col. Charles Rine and Marchelle Jones; at podium, Cadet Capt. Robert Lutgen. (Photo: Col. Robert Allison, CAP)

## ***Arkansas Wing holds their First Virtual Wing Conference***

*by Lt. Col. Larry Webster and 1st Lt. Jonathan McIntyre, CAP, Arkansas Wing*

LITTLE ROCK, Ark. – On April 17, 2021, in the opening remarks at this year's wing conference, Arkansas Wing Commander Col. Robert Allison said, "Virtual is not new to us." Although virtual meetings are not new, this was the Arkansas Wing's first virtual wing conference. Col. Allison mentioned that every region in Civil Air Patrol was represented, along with overseas units, and explained that virtual meetings have allowed the wing to remain productive throughout the pandemic – a theme that became common throughout Civil Air Patrol this past year. The virtual setting allowed participants to hear from speakers who normally might not attend a given wing conference, such as Brig. Gen. Edward Phelka, then CAP's National Vice Commander, who gave a detailed presentation on how Civil Air Patrol was affected by COVID-19 and the process to overcome the challenges that the pandemic posed to the organization.

In his State of Civil Air Patrol address, Brig Gen. Phelka used the North Carolina Wing as an example of how, coincidentally, the pandemic helped foster Civil Air Patrol's mission. He said that CAP vehicles – air and ground – reached every county in North Carolina, sparking conversations with people who had not known about CAP, and congratulated all CAP members for their diligence and persistence during the pandemic. Now a Maj. Gen. select and incoming Civil Air Patrol CEO, Phelka spoke about how every facet of the organization had to radically change the way it did business, mostly through virtual or remote means.

During the morning session, attendees also heard from Southwest Region Commander Col. Joe Smith on the state of the region. Col. Allison briefed on the state of the Wing along with briefs from the wing's operations, aerospace education, and cadet programs from the respective department heads.

The afternoon breakout sessions were facilitated in their own virtual rooms, which allowed participants to stay in a briefing and quickly move to another session. One of the most popular sessions was with Chief Master Sgt. Towberman, the chief master sergeant of the Space Force. Towberman's brief, directed to the cadets, gave an account of the beginning of the Space Force and an outlook of America's newest military service.



Cadet Capt. Robert Lutgen, the conference emcee, made an opening statement covering introductions for the morning session speakers, and announced awardees. Lutgen is the cadet commander of the 42nd Composite Squadron, Little Rock, serves on the wing Cadet Advisory Council, co-led the Arkansas Virtual NCO Academy, and will staff the Arkansas Wing's summer encampment. He has been promoted to cadet major since the conclusion of the conference.

Lt. Cols. Marchelle Jones and Charles Rine contributed to the 2021 Arkansas Wing Conference success by securing presenters and organizers for the event. There were over 15 briefings held, many of them simultaneously.

Rine handled the technology of integrating the live stream, setting up the Zoom meeting rooms, and everything in between, down to the surveys for each session. Rine said, "The biggest success of this conference was the staff and the ability to work together remotely to make this conference possible. People came from all around the world to be part of the meeting, which was awesome to be able to say that you were a part of that accomplishment!" He added that every wing conference could have a virtual aspect, allowing the wing staff to make these types of meetings more inclusive."

Jones played an integral part in getting the conference set, acting as liaison with National Headquarters to line up many of the speakers, coordinating with wing members to deliver a quality conference, and providing direction during the conference.

Rine said, "I cannot stress enough the confidence that the leadership had in allowing us to work and accomplish this mission," adding that the wing had a well-organized team to address the complexity of the conference, delivering timely results.

Allison said, "I'm very proud of the effort and results of the 2021 Arkansas Wing Conference." This was reflected in the consensus around the wing, that this year's virtual conference was well produced and offered a lot to all participants.

The virtual format has an advantage that has been rarely used in years past: the ability to publish the wing conference in its entirety. The conference's sessions were segmented so that participants could watch the part of the conference that interested them most. It also allows participants who attended the live stream to go back and view sessions that ran concurrent to their selected session. The Arkansas Wing's 2021 Conference is posted on the wing website at <https://arwg.cap.gov/news-events/2021-arkansas-wing-conference>.

**Below:** Screen shot of Brig. Gen. Phelka at right giving his presentation. (Photo: 1st Lt. Jonathan McIntyre, CAP)

Arkansas Wing Conference 2021 - Morning Session

**CAP's Reach**

Value of CAP Members' Service Hours to America \$193M+

2020 Statistics	
<b>Membership – Our Volunteers</b>	
Adult Members	33,865
Cadets	21,723
Total	55,588
<b>Units</b>	
NHQ, Region, Wings, Groups, Squadrons	1,442
<b>Equipment</b>	
Aircraft	560
Small UAS	2,000
Gliders	47
Hot Air Balloons	2

Mute (m)

29:11 / 2:05:18

Scroll for details

CC HD





**Top:** Cadet Lt. Col. Jacob Kottraba completed the Cadet Wings program on May 17, 2021, earning his private pilot certificate with a private flight school at Scottsdale Airport. (Photo: Courtesy of Sierra Charlie Aviation)

## ***Two Arizona Wing Cadets Earn Their Wings***

*by Lt Col Gordon Helm, CAP, Arizona Wing*

PHOENIX – Cadet Lt. Col. Jacob Kottraba of Arizona Wing's Eloy Composite Squadron and Deer Valley Composite Squadron's Cadet Maj. Brenden Miller have both earned their private pilot certificates through CAP's Air Force-funded Cadet Wings program. The ultra-competitive, merit-based program for cadets has trained nearly 100 new pilots since its inception.

Kottraba's interest in learning to fly began with his first cadet orientation flight. "Being able to take control of the aircraft for a little while ... was a thrilling experience that I wanted to continue pursuing," he said.

Kottraba's training started at a CAP powered flight academy in Nacogdoches, Texas, during which he made his first solo flight. Kottraba, who is his squadron's cadet commander, earned his certificate on May 17, 2021, by passing his FAA private pilot practical test with Sierra Charlie Aviation at Scottsdale Airport.

Miller has loved flying for as long as he can remember. He joined CAP after attending an air show at Luke Air Force Base and visiting the CAP booth. Miller also attended a powered flight academy on his way to earning his wings.



**Right:** Cadet Maj. Brenden Miller was the first Arizona Wing cadet to complete the Cadet Wings program and earned his private pilot certificate with a CAP instructor on April 20, 2021. (Photo: Capt. Frants Madsen, CAP)

"A particularly memorable experience was my first solo," he said, "because it truly showed me that I love flying and want to do it for the rest of my life." Miller completed his certificate on April 20, 2021, in a CAP Cessna 172 with Capt. Frants Madsen of the 388th Composite Squadron in Glendale, Arizona, as his certified flight instructor. Miller recently became the cadet commander at Deer Valley Composite Squadron.

What would Kottraba say to a cadet who is interested in Cadet Wings? "Definitely take advantage of this golden opportunity and make sure your application stands out when applying," he says. "Going to a powered flight academy and earning that solo while you're there, as well as being well-rounded in everything else you do in CAP goes a long way when you submit the application for Cadet Wings."

Miller agrees, and adds, "Try to get as much of the ideal applicant requirements done as possible, because it will help you get it [the scholarship]."

Arizona Wing's Director of Operations Lt. Col. Mark Schadt has a special interest in getting more of the wing's cadets involved in Cadet Wings. "This effort is important as well as personal for me, as I obtained my private pilot certificate in high school as a CAP cadet in my squadron aircraft in the North Carolina Wing," Schadt said. He went on to become a naval aviator and currently flies for Southwest Airlines.

"If it weren't for the dedication of my CAP flight instructor and the financial and operational support of my squadron, I would never have achieved my private [pilot rating] as a cadet," Schadt said. "I want this same opportunity for our Arizona Wing cadets."

To that end, Schadt enlisted the help of Lt. Col. Kurt Pricer, Verde Valley Composite Squadron, to manage the Cadet Wings program within the wing. His job is to identify and recruit certified flight instructors throughout the wing to conduct flight training with qualified and interested cadets. Pricer will attend squadron meetings throughout the wing to ensure cadets are aware of all the opportunities available from CAP national. He will identify those who are interested and willing to commit to the program and provide support during the application and training processes. 🇺🇸







**Top:** Capt. William VanNostran shows a prospective cadet how to determine an azimuth with a lensatic compass. (Photos: Courtesy of Ms. Dina VanNostran)

## ***New Mexico Wing Father and Daughter Spend Military Child Day at Cannon Air Force Base***

*by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing*

CLOVIS, N.M. – On April 17, 2021, Clovis Schools Cadet Squadron Search and Rescue Officer Capt. William VanNostran and his daughter, Cadet Chief Master Sgt. Regan VanNostran, spent Military Child Day at Cannon Air Force Base in Clovis. In 1986, the Department of Defense Education Activity authorized the month of April as Military Child Month.

The event, sponsored by the 27th Special Operations Wing (SOW) at Cannon, was a way for the Air Force to reach out to military families and their children, to recognize the challenges they face in relocating, making new friends, adjusting to the local community, and other stresses unique to military children.



## The Fly-By, Southwest Region, July 2021

“We had been informed by a local Boy Scout troop of the event, so we contacted Ms. Sara Williams of the 27th SOW,” said Capt. VanNostran. As a result, the squadron was able to arrange several static displays and recruiting materials. The display included brochures on pilots in CAP and the CAP Cadet Program, as well as Mission Support equipment: Search and Rescue (SAR) radios, a practice Electronic Locator Transmitter (ELT), a Hammer Head Direction Finder, lensatic compasses, and a constant-play video of past cadet activities, training, SAR exercises and field training exercises (FTX) from 2014 to the present, which included cadets and adult members participating in C-130 and Black Hawk helicopter orientation flights.

Children of all ages were able to talk on the SAR radios, either with a sibling, parent, or squadron member (the squadron had four radios). They could also use the direction finder to locate the ELT signal, hidden under one of four orange cones, and then use a compass with Center Hold Method to determine the azimuth of the ELT signal. They also learned basic rescue knots, such as overhand, water knot, figure-eight, and others. They were permitted to choose a prize from one of three different five-gallon grab buckets: a CAP flashlight, fidget spinner, micro flashlight, can opener, or combat ear plugs.

The squadron contacted several military families regarding CAP, and a representative of Marshall Middle School in Clovis asked their board to offer the CAP Middle School Program as an elective. “The event allowed us to get the word out about CAP in Clovis,” VanNostran said. 🇺🇸

**Below:** (L-R): Clovis Schools Cadet Squadron Search and Rescue Officer Capt. William VanNostran and his daughter, Cadet Chief Master Sgt. Regan VanNostran, work the squadron’s recruiting table at Military Child Day at Cannon AFB in Clovis.





***CAP Remembers a  
Pioneer in Space  
Exploration on  
National Space Day  
– July 20, 2021***

*by Capt. Brandon  
Lunsford, CAP,  
Oklahoma Wing*

TINKER AIR  
FORCE BASE,  
Okla. – In the  
summer of 1944,  
16-year-old  
Frank F. Borman  
II had his eyes  
on the skies,  
having just  
earned his  
private pilot's

certificate. That summer he joined Civil Air Patrol's Arizona Wing as a cadet in Tucson, learning the customs and courtesies of CAP and the Army Air Forces.

Two years later, he entered the United States Military Academy at West Point, where he earned his commission as a 2nd Lt. in the U.S. Air Force in 1950. By 1962, Borman found himself in the latest class of astronauts – the first former CAP member selected for space flight.

"I'm convinced it's no longer whether we'll do these things," Borman said about space exploration before a joint meeting of Congress in 1969. "It's a question of how long it will take and how much we'll spend. Exploration is really the essence of the human spirit, and I hope we will never forget that."

In December 1965, Borman commanded Gemini 7 together with James Lovell. Civil Air Patrol made both men honorary CAP lieutenant colonels before the flight, the first 14-day mission in NASA history.

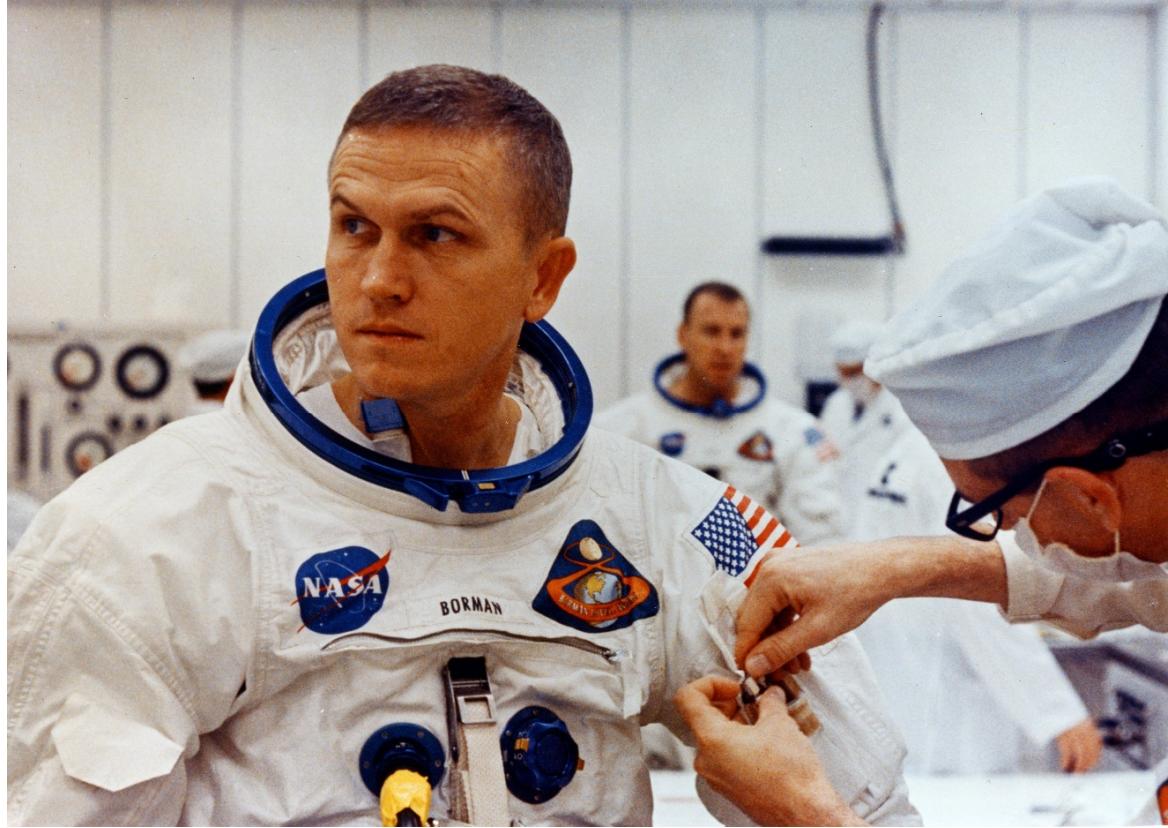
The success of Gemini 7 paved the way for Borman to command Apollo 8 in December 1968 — the first manned mission to the moon. Before liftoff, Maj. Gen. Walter B. Putnam, CAP national commander, presented a special CAP flag to the crew of Apollo 8, consisting of Borman, Lovell, and William A. Anders. Putnam also presented the three men with a CAP organizational charter, designating them the "Apollo 8 Squadron."

Today's Civil Air Patrol encourages its cadet members to seek out a future in the aerospace and space industries through its STEM (science, technology, engineering, and mathematics) studies. The space industry is a broad and diverse field, ranging from a variety of science and engineering streams to farming, manufacturing and computer technology.

No single company builds a complete flight vehicle. A production program is organized as a team of specialized manufacturers, and each contributes individual parts, components, systems, and subsystems. These eventually come together to be assembled into a final product — aircraft, missiles, or spacecraft.

When Apollo 8 entered lunar orbit on Christmas Eve 1968, Borman, Lovell, and Anders became the first humans to orbit the moon and witness the first "earthrise." Quite the journey for a CAP cadet from the hot Arizona summer of 1944.

"The view of the Earth from the moon fascinated me," Borman said. "A small disk, 240,000 miles away." 🌐





**Right:** (L-R) Cadet Colonel Weiss O'Connor and Cadet Colonel Viet Zaengle were honored as Spaatz Award recipients during a ceremony at Arizona National Guard Headquarters on June 17, 2021. (Photo: Arizona Wing Public Affairs.)

## **Spaatz Award Ceremony Honors Two Arizona Wing Cadets**

*by Maj. Margot Myers, CAP,  
Arizona Wing*

PHOENIX – On June 17, 2021, Two Arizona Wing cadets received their Spaatz Award certificates during a ceremony at Arizona National Guard headquarters. Arizona Adjutant General Maj. Gen. Kerry Muehlenbeck, who is also director of the Arizona Department of Emergency and Military Affairs, presented the certificates to Cadet Cols. Weiss O'Connor of Deer Valley Composite Squadron, and Viet Zaengle of Willie Composite Squadron. The Spaatz Award is Civil Air Patrol's highest cadet honor and recipients are automatically promoted to the grade of cadet colonel.



O'Connor is a 2021 graduate of Boulder Creek High School in Anthem, Arizona. He joined CAP in 2016 and became the cadet commander at Deer Valley in February 2020. He served on the Cadet Advisory Council at the squadron, wing, regional, and national levels. In 2020, he was selected to attend the Civic Leadership Academy in Washington, D.C. Earlier this year, he was named the 2020 Arizona Wing Cadet of the Year. On June 23, 2021, he reported to Colorado Springs as a member of the class of 2025 at the U.S. Air Force Academy.

"I've learned a lot of lessons in Civil Air Patrol – a lot of them the hard way," O'Connor said after receiving his certificate. "I can confidently say that I wouldn't have the opportunity to go to the Academy without the experiences I've had in Civil Air Patrol."



Zaengle joined CAP in 2016 and currently serves as the cadet commander for his squadron. He just completed his junior year at Hamilton High School in Chandler, Arizona, where he also holds the grade of cadet major in the Junior ROTC. He is an Eagle Scout as well. A recipient of the 2021 Air Force Chief of Staff Private Pilot scholarship program, Zaengle currently is spending the summer at a flight academy at Embry-Riddle Aeronautical University in Prescott, where he will earn his private pilot certificate and six college credits.

Zaengle recalled CAP leadership lessons that taught him that “any achievement cannot be attributed to one individual, but rather a collective” and thanked the members of his “team” who helped him earn his Spaatz Award. He thanked his brother who introduced him to CAP, his current and previous squadron commanders, several cadets whom he has worked closely with in his squadron and at encampment, and his parents who “have motivated me and pushed me farther than anyone else.”

At the award ceremony, Muehlenbeck spoke about Civil Air Patrol as part of the Total Force, a designation that came six years ago. “The National Guard is ‘always ready, always there’ and then I look at the Civil Air Patrol’s mission, which is ‘always vigilant,’ and we see you and we use your resources, and we partner with you in the context of civil support during emergencies,” Muehlenbeck said. “I think we take for granted that you are always vigilant, you’re always prepared, you’re always there.”

She described some of the missions the Arizona Wing has undertaken during the COVID-19 pandemic, such as flying National Guard members across the state to scout areas for vaccination and testing sites, transporting personal protective equipment, and volunteering at mass vaccination sites.

“It always amazes me when organizations continue to do their mission, and at the same time, they pivot and they give more,” Muehlenbeck said. “In the time of this pandemic, Civil Air Patrol did exactly what we needed them to do in the context of supporting the community – its regular mission, but then, of course, pivoting to take on this new mission as well.”

Arizona Wing Commander Col. Rob Pinckard said, “Working with cadets, watching them develop their leadership skills, seeing them choose to continue to serve as CAP volunteers as Cadet Colonels O’Connor and Zaengle are doing – it just doesn’t get much better than that. CAP cadets like these two give me hope for the future of our country.”

On average, only 0.5% of CAP cadets earn the Spaatz Award. It is presented to cadets who have demonstrated excellence in leadership, character, fitness, and aerospace education. Cadets qualify for this prestigious award after devoting an average of five years to progress through 16 achievements in the CAP Cadet Program. Along the way, they develop self-discipline, a strong sense of personal responsibility, the ability to lead and persuade, and the foundations necessary for pursuing a career in aviation, space, or technology.

The final step a cadet must complete to earn the Spaatz Award is a rigorous four-part exam consisting of a challenging physical fitness test, an essay exam testing their moral reasoning, a comprehensive written exam on leadership, and a comprehensive written exam on aerospace education. Upon passing the Spaatz Award exams, the cadet is promoted to the grade of cadet colonel. 🇺🇸

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**Left:** Maj. Gen. Kerry Muehlenbeck, adjutant general of Arizona and director of the Arizona Department of Emergency and Military Affairs, presented Spaatz Award certificates to two Arizona Wing cadets in a ceremony at Arizona National Guard headquarters. *(Photo: Staff Sgt. Nicholas Moyte, ANG)*

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**Top:** Members of New Mexico Wing pose for a group photo with the commander and crew of the U.S. Marine Corps' MV-22 Osprey tiltrotor aircraft, on display outside the Wing's aircraft hangar at Kirtland Air Force Base. (Photo: 2nd Lt. K. Randal Roth, CAP)

**Right:** A cadet tries on the helmet and pack of an Osprey crewmember. (Photos: 1st Lt. Martin Pecorella, CAP, unless otherwise noted)

## ***New Mexico Wing Hosts Aerospace, Cadet Programs Day***

*by Maj. Mary A. Fox, CAP, New Mexico Wing*

ALBUQUERQUE, N.M. – On June 21, 2021, at Kirtland Air Force Base, 43 cadets and 24 senior members of New Mexico Wing came together for the first time in over a year to participate in the Wing's Aerospace and Cadet Programs Day.

For nearly 15 months, Wing members waited for the day when they could come together as a group again. During that time, squadrons worked to overcome the challenges of declining membership and virtually managing the Cadet Program, while dealing with the COVID-19 restrictions set forth by Civil Air Patrol, New Mexico Wing, and the New Mexico Department of Health. Many squadrons lost members because of these restrictions, and members felt as though they were being ruled by the pandemic. The Aerospace and Cadet Programs Day gave members a chance to turn the tables, and finally rule over the pandemic themselves. Cadets arrived at the event from Albuquerque, Farmington, Los Alamos, and Santa Fe, with senior members from as far away as Las Cruces.







**Above:** Cadets drill in person for the first time in 15 months.

Planning the event included a 14-page CAPF 160 Risk Assessment, which covered everything from transportation to and from the Truman Visitor Gate at Kirtland, to keeping members safe in the 100-degree heat. Precautions included staying hydrated, keeping hands sanitized, wearing masks – or not, for those members who were fully vaccinated – and practicing social distancing while participating in activities planned for the day.

The day started outside the Wing's hangar, where cadets drilled – some for the first time, and others for the first time in more than a year. Under the direction of Eagle Cadet Squadron Commander Capt. Bryan Neal and Flight Officer Casey Neal, cadets worked through basic drill skills, attempting to get back in sync as a group. After a short break, cadets were broken down into three smaller flights, where higher-ranking cadet NCOs drilled each flight. Some of these cadet NCOs were promoted during the pandemic, and they had never drilled groups of more than four or five cadets, so for them, the opportunity to drill a flight of 18 to 20 cadets was a thrilling experience – a feeling shared by the cadets under their command.

New Mexico Wing Commander Col. Annette Peters was proud of the way the cadets worked together. “We have waited for this day for so long,” she said. “The cadets look great for not having drilled together for this long,” she added.

Inside the hangar, Capt. Allan Wood, orientation pilot for Santa Fe Composite Squadron, provided preflight inspection opportunities to groups of eight cadets throughout the morning. Many cadets had not received their first orientation flight, so they listened to Capt. Wood with great interest.



Next on the agenda was a tour of the U.S. Marine Corps' MV-22 Osprey tiltrotor aircraft, which is capable of both vertical and short takeoffs and landings. Organized by New Mexico Wing Director of Cadet Programs Lt. Col. Andrew Selph at the invitation of the Marines, the tour of the Osprey gave Wing members the opportunity to tour the inside of the aircraft, including the cockpit, and be photographed alongside the plane. The Marine crew, who fly and maintain the aircraft, divided the Wing members into smaller groups, then moved them through the various parts of the aircraft, and provided interesting facts and details about the aircraft in each area. Cadets were able to put on a crew member's helmet and pack and sit in the pilot's seat. The tour ended with a group photo of Wing members in front of the Osprey, and the presentation of Certificates of Appreciation by Col. Peters to the Marines, who gave up their free day to provide the Osprey tour.

Selph was impressed with the tour. "Everyone seemed to enjoy themselves. It was a great day for New Mexico Wing and the Marines," he said.

Following the presentation, participants returned to Wing Headquarters for lunch and afternoon activities. For three hours, small groups rotated between emergency services training with Wing Assistant Director of Emergency Services Lt. Col. Michael E. Eckert; the crafting of paper Delta Darts with Director of Aerospace Education Lt. Col. Roland Dewing; time on the Wing's glider simulators with Maj. Stuart Maxon and David Pepitone; and the opportunity to learn more about the Cadet Wings Program, via a virtual Microsoft Teams discussion with Cadet Col. Dava Flowers, an FBO (Fixed Base Operations)/Flight School Cadet Wings enrollee from Texas. In the supply area, 1st Lt. Joanne Learner-Fisher and Capt. James McKelvey – both of Eagle Cadet Squadron – distributed ABUs to commanders and squadron representatives. It was a full day, as the Wing reentered in-person participation in all aspects of CAP: Emergency Services, Aerospace Education, and the Cadet Program.

"This was an extremely productive day, and well-organized," said Eckert. "It was probably one of the best ways to come together after such a long haul of virtual meetings – for both cadets and senior members," he added.

Guests present to observe the Wing in action were CAP Aerospace Education Member Capt. David Plaster, an Air Force ROTC commander, and New Mexico Wing's CAP-USAF liaison USAF Master Sgt. Jennifer Gutierrez. To top off the event, the USMC MV-22 Osprey commander, Lt. Col. Wilbur Oles, presented the organizers with a challenge coin, thanking them for their service in CAP and for their efforts in organizing the day's events.

New Mexico Wing's successful completion of the Aerospace/Cadet Programs Day provided evidence that the pandemic did not defeat Wing members. Instead, they successfully and safely came together once again in person and look forward to the return of a strong Cadet Program across the state.

"This was a great day, full of experiences," said Eckert. "I hope we can do it again." 🇺🇸

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**Right:** Cadets gain flight experience on the Wing's glider simulators.







**Top:** First Lt. Roy Paryente, Addison Eagles Composite Squadron, hands a box of blood to 1st Lt. Jacob J. Moore, Lackland Cadet Squadron, at Kelly Field, San Antonio. (Photo: Capt. Gwendolyn R. Le Clerc, CAP)

## ***Operation Pulse Lift Expands Across Southwest Region***

*by Maj. Margot Myers, Arizona Wing and Capt. Brandon Lunsford, Oklahoma Wing*

PHOENIX – Operation Pulse Lift, Civil Air Patrol’s emergency blood program mission, continues to expand as additional wings and CAP members across the country join the effort.

“From March to May 2021, operations expanded for more air and ground blood transports, as well as more blood donation centers in Arizona, Oklahoma, Texas, Virginia, and New York, with more wings looking to join the effort,” said Lt. Col. Bob Ditch, the mission’s incident commander.

“July should prove to be another banner month with nine donor center operations being supported in three wings of the Southwest Region,” Ditch said. “In early July, two donor centers in Enid, Oklahoma, and Eloy, Arizona, will simultaneously kick off the month’s donor events. This will be followed by another ‘double-header’ – back-to-back donor center operations by one of Operation Pulse Lift’s flagship squadrons, the Falcon Composite Squadron in Mesa, Arizona.”





**Left:** A Red Cross staff member reviews post-donation instructions with Oklahoma Wing Health Services Officer Capt. (Dr.) Robert Platner. (Photo: 1st Lt. Tamara Shannon, CAP)

Starting in 2017, well before the COVID-19 pandemic, Falcon Squadron – the original home of Operation Pulse Lift – hosted blood drives several times a year. During 26 COVID-19 blood donation center events, the squadron has supported the collection of 798 units of blood.

Civil Air Patrol squadrons across Oklahoma are banding together with the public during the summer months with one goal in mind: to save lives with blood donations through Operation Pulse Lift. Oklahoma Wing hosted its first blood donation center on March 25, 2021, in Glenpool, followed by events in Jenks and Oklahoma City. On July 19, 2021, Broken Arrow, Oklahoma, will be the site of a CAP-hosted blood donation center.

“The need is greater now more than ever,” explained

Maj. Bill Herold, Oklahoma Wing’s deputy chief of operations. “The health crisis facing our nation over the last year has really strained the blood supply. This is something every Oklahoman can help with.”

“We saw the need being met in Arizona,” said Capt. (Dr.) Robert Platner, Oklahoma Wing’s health services officer. “We reached out to Lt. Col. Ditch to see what we could do to assist, and he connected us with the Red Cross and here we are. What we are doing today is affecting and changing lives for the better.”

“With all that is going on in the world today, the need for blood never goes away,” said Master Sgt. Faun Daves, a member of the Broken Arrow Composite Squadron. “I’ve always felt a sense of pride after giving and I wanted to do my part.”

“The initial donation events for Oklahoma resulted in several lessons learned, but also nearly 40 donations,” Herold said. “This mission was invaluable. We’ll add what we’ve learned to our planning for the next events. We cannot wait to see this effort grow and fill the need. Seeing a group of volunteers come together during an event where our assistance was requested is truly amazing.”



## The Fly-By, Southwest Region, July 2021

In April 2021, Operation Pulse Lift began testing blood transport and augmentation support to the Armed Services Blood Program through the Air Force Blood Program Office in San Antonio, Texas. This included temporary blood donation center operations at Dyess Air Force Base and, recently, the ongoing basic trainee donations at Joint Base San Antonio-Lackland.

The Alamo, Kerrville, and Lackland squadrons in the Texas Wing are providing volunteers to join blood support teams at Joint Base San Antonio-Lackland, with the next events scheduled on July 10 and 24, 2021. So far, four events have yielded nearly 600 units of blood.

There also was a proof of concept to demonstrate CAP's ability to transport blood from Air Force blood collection sites to Air Force blood banks. In Texas, that includes Dyess, Goodfellow, Joint Base San Antonio-Lackland, Laughlin, and Sheppard Air Force Bases.

On April 20, 2021, after the first blood donation event at Dyess Air Force Base, 25 units of blood were placed into two boxes packed with ice. Lt. Col. Jedediah Taylor, Abilene Composite Squadron, handled the first leg of the journey and transported the boxes from Dyess to Abilene Regional Airport where he met with CAP aircrew members Lt. Col. Daniel Rogers, Texas Wing's deputy director of operations, and 1st Lt. Roy Paryente, Addison Eagles Composite Squadron. The boxes were loaded into a Civil Air Patrol GA8 airplane to begin the second leg of the trip to Kelly Field in San Antonio. Upon arrival in San Antonio, the aircrew was met by Capt. Gwendolyn Le Clerc and 1st Lt. Jacob Moore, both from the Lackland Cadet Squadron, who were responsible for the final leg to the Armed Services Blood Processing Facility at Lackland Air Force Base.

"We hope to have meetings soon with the Great Lakes Region to help us launch CAP's augmentation at the Wright-Patterson Air Force Base blood donation center in the future," Ditch said. "We also intend to do the same with the Southeast Region for blood support team augmentation operations at the blood donation center located at Keesler Air Force Base in Mississippi." These are all part of CAP's ongoing support to the Air Force Blood Program Office, a part of the Department of Defense's Armed Services Blood Program.

Since the Air Force-assigned mission began in March 2020, CAP has hosted nearly 90 blood donation center events at 12 sites, supporting the collection of 4,425 units, both from those events and individual donations reported by CAP members from all 52 wings and national headquarters. CAP also transported hundreds of blood units to labs and remote hospitals. 🇺🇸

**Below:** In June, a family of three CAP chaplains came together to support a blood donation center event at Falcon Composite Squadron in Mesa, Arizona. They included a father, Arizona Wing Chaplain (Lt. Col.) Tom Bauder, a son, Chaplain (Maj.) Kevin Bauder, from North Hennepin Composite Squadron in Minnesota, and a son-in-law, Chaplain (Maj.) Tom Tostenson, Falcon Composite Squadron. (Photo: Capt. John Bryant.CAP)







**Top:** Albuquerque Heights “Spirit” Composite Squadron Commander Maj. Mary A. Fox flies her kite at Albuquerque’s Arroyo del Oso West Park, as part of the squadron’s creative approach to physical training. (Photo: CSM Robin Jones, CAP)

## ***New Mexico Composite Squadron Gets Creative with Outdoor PT***

*by Albuquerque Heights Composite Squadron Public Affairs*

ALBUQUERQUE, N.M. – On April 10, 2021, Albuquerque Heights “Spirit” Composite Squadron got creative with their outdoor physical training (PT), by telling their cadets to “go fly a kite.” Three senior members and two cadets did just that, by flying kites at Albuquerque’s Arroyo del Oso West Park, to get them out of their homes and get them moving.

According to Squadron Commander Maj. Mary A. Fox, “Getting creative is the only way a squadron can be successful.” She continued, “Without creativity, cadets lose interest in their online programs, stop participating in their aerospace events and, probably more significantly, stop going outside for fresh air and exercise.” When New Mexico Wing was approved for Phase I Remobilization on March 13, 2021 – that allowed squadrons to meet in person in groups of 10 or fewer members – Fox tasked her staff with creative ways to stimulate the cadets’ interest in PT.

Cadet Sponsor Member (CSM) Robin Jones, a member of Spirit Squadron since January 2020, joined the squadron just prior to the New Mexico schools and CAP squadrons were heading into lockdown, when the World Health Organization declared a global pandemic on March 11, 2020. She and her husband Doug (also a CSM), in their efforts to help the squadron, volunteered to work as meal planners to support a squadron rafting trip, scheduled for July 2020,





which was canceled because of risks from the COVID-19 coronavirus. When the squadron staff was asked for creative ways to bring the cadets back together for physical training, CSM Robin Jones suggested a family favorite: kite flying.

**Left:** Cadet Airman Noah Jefferson takes on the challenge of flying his kite. (Photos this page: Maj. Mary A. Fox, CAP)

**Below:** CSM Robin Jones gets her kite into the air.

Working diligently with Maj. Fox, CSM Jones drafted a risk assessment for the activity, using CAPF 160, *Initial Risk Assessment*, which was revised several times between Fox and Jones, and finally reviewed and approved by the Wing Safety Officer. After the date and time were established, according to Fox, "The cadets were on the path to a unique and creative physical training opportunity."

On training day, Fox, both Joneses and two cadets met at Arroyo del Oso West Park, where the Joneses taught everyone how to fly the single-rope control Indian Fighter kite, a favorite flown from the rooftops during festivals in India. The day was warm, the sky was blue, and the sun was bright.

"Today was perfect," said CSM Robin Jones. "If only we could control the wind," she added. The winds were blowing at about 6-10 mph, but not consistently. However, in the long run, members had just enough wind to learn how to fly their kites. After the activity ended at 2:30 p.m., the winds began gusting to 18-20 mph – a condition that no one in the squadron could have anticipated. All participants went home with their kites, which were gifts from the Jones family. Participants included Maj. Fox, CSMs Doug and Robin Jones, Cadet Chief Master Sgt. Aiden Jones, and Cadet Airman Noah Jefferson, all of whom stepped out of their comfort zones and into the land of hands-on PT.

When asked how she would sum up the day's success, CSM Jones said, "Wouldn't it be exciting if New Mexico Wing could bring kite flying back into the limelight?"

According to Fox, although kite flying is thought of as a thing of the past, Spirit Squadron has never been known to step away from challenges. "Perhaps one might see a New Mexico Kite Flying Competition in the future – best homemade kite, highest flying kite, or perhaps even the kite that stayed in the air the longest," she said. "Either way, it is through such creativity that cadets return to physical activity, healthier living, and remain excited to be Civil Air Patrol members," she concluded. 🍿







**Top:** Arizona Governor Doug Ducey (center in blue shirt) met Show Low Squadron members at the Show Low Airport. (Photo: Angela Ducey)

**Below:** Senior Member Jenny Hess and Cadet Airman T. J. Hess set up the CAP exhibit for a picnic and fun day celebrating the end of the school year for the Show Low Unified School District. (Photo: Lt. Col. Carol Schaub Schlager, CAP)

## Arizona Wing Squadron Cadets Return to an Active Schedule

by Lt. Col. Carol Schaub Schlager, CAP, Arizona Wing

SHOW LOW, Ariz. – Cadets in the Show Low Composite Squadron took advantage of Phase II COVID-19 remobilization to get busy at the squadron and in their community.

Activities kicked off on May 1 with Show Low Police Department Officers James Tyra and Justin Butler presenting a drug demand reduction program during the regular squadron meeting. After the morning presentation, squadron members shuttled to Frontier Park for the Emergency First Responder Day. Fire, sheriff, and police department representatives, along with CAP members, talked to the public about their services. Squadron members provided recruiting materials and aerospace education activities. Cadets toured all the first responder booths and received a briefing from each one.





**Right:** Cemetery cleanup: Show Low Squadron members refreshed the Heber-Overgaard cemetery flagpole landscaping in advance of Memorial Day. (Photo: Cheryl Mothershed, American Legion Post 86)

**Below:** Cadet Senior Airman Blake Johnson helped retrieve a snagged line for one of the participants in the Autism Foundation's Fishing Derby. (Photo: Lt. Col. Carol Schaubsluger, CAP)

On May 8, 2021, with Memorial Day approaching, Show Low Composite Squadron members stepped up and refreshed the Heber-Overgaard cemetery

flagpole landscaping. American Legion Post 86 of Heber-Overgaard maintains the cemetery but needed some support to prepare for Memorial Day events. The post provided the materials and the cadets and senior members cleared out the old rock and weeds, then replaced it with new liner and two tons of fresh rock. Cadets pushed themselves to complete the project – in time to enjoy a cheeseburger lunch at the post.

John Dahl, a Vietnam War veteran and retired VFW post commander, was enthusiastic about the cemetery landscape project. "The American flag represents freedom and patriotism," Dahl said. "Most have forgotten that Memorial Day was originally launched to recognize the war dead – those who died in service of our country. Those same CAP cadets will be assisting in the Memorial Day ceremony in Show Low, and I am very proud."

On May 14, 2021, squadron members attended a picnic and fun day celebrating the end of the school year for the Show Low Unified School District. Recruiting and aerospace education officers provided stomp rockets, fizzy flyers, and STEM kit demos to the educators.

The following day, former CAP Mission Pilot 1st Lt. Jon Dahl provided ground instruction on weather. A detailed look at the FBO, AWOS and other airport features were included. The meeting also included a presentation on the Lockheed P-80 by Cadet Airman T. J. Hess, who contacted the Air Force Historical Department for additional information on the aircraft.

At the end of a very productive day, Arizona Governor Doug Ducey showed up at the airport and took time for a meet-and-greet with squadron members.

Cadets and senior members from the squadron supported the White Mountain Autism Foundation's Annual Fishing Derby for special needs persons on June 4, 2021. CAP members set up chairs on the Rainbow Lake inlet bank at Lazy Oaks Resort to safely monitor fishing and COVID-19 protocols for everyone who was fishing. Once the lines were thrown in, members helped take fish off the hook to release them back into the lake, put worms back on, and ran for bait.

Cadets went one step further, introducing the stomp rocket. "Catch a fish – launch a rocket" was the name of the game. So many fish were caught, that rockets were flying at every turn.





**Right:** Senior Member Jenny Hess and Cadet Airman T. J. Hess set up the CAP exhibit for a picnic and fun day celebrating the end of the school year for the Show Low Unified School District. (Photo: Lt. Col. Carol Schaub Schlager, CAP)

**Below:** Cadet Gavin Zimmerman had a chance to sit at the controls of one of the planes on static display at the Springerville Aviation Expo. (Photo: Senior Member Jenny Hess, CAP)

Cadet Airman Gabe Johnson said he hoped the squadron would come back for this event next year, while Cadet Staff Sgt. Nicholas Clanton said it was the most fun he'd had fishing. The fish were biting, and about 30 were caught during the morning event.

On June 12, 2021, cadets participated in an aviation expo at the Springerville Municipal Airport. They toured the static displays and received briefings on airplanes including the DC-3, Beech-18, and a homebuilt RV-7.

"The cadets were awesome, and time went by way too quickly," said Senior Member Jenny Hess. "The T-34 trainer never stopped long enough to see it, but Lt. Col. Bauwens' experience as a T-34 flight instructor in the Navy more than made up for it.



"The parachutists were fun to watch and took us under their wing. We enjoyed spending time with them, and they showed us what it took to repack their parachutes," Hess said.

The squadron will continue its active schedule through the summer, with a schedule that includes the Pinetop-Lakeside Balloon Festival in late June, the Independence Day parade in Show Low, and supporting the Mogollon Airpark Fly-In and Pancake Breakfast in Overgaard in mid-July. 🇺🇸



**Right:** (L-R) Lt. Gen. John Campbell (USAF, ret.) presents the General Carl A Spatz Award Certificate to Cadet Col. Cleveland Brown Jr. Cadet Col. Jacob Brown stands at right. (Photos: Texas Wing Public Affairs)

## ***Texas Wing Cadet Colonel Brothers Honored at a Ceremony***

*by 2d Lt. Jeremy Agor, CAP, Texas Wing*

DALLAS – On May 23, 2021, at the Commemorative Air Force's new education facility, the Texas Wing Red Bird Squadron honored its first Gen. Carl A. Spaatz Award achievers

Cadet Col. Jacob Brown, a sophomore at Lake Ridge High School in Mansfield, Texas, was the first cadet in the squadron's 27-year history to have earned the Spaatz Award last August 2020, and his brother, Cadet Col. Cleveland Brown Jr., a senior at Lake Ridge, earned the honor in February 2021.

Dignitaries in attendance included Renée Edwards, district director for U.S. Congresswoman Eddie Bernice Johnson; Dallas City Council Member Casey Thomas, who presented the squadron with a proclamation; Texas Wing Commander Col. William Schroder; retired Col. Bob Gehbauer of the Air Force Association's Seidel Dallas Chapter; and retired Air Force Lt. Gen. John Campbell, president of the Air Force Association's Seidel Dallas Chapter – who knew the first-ever Spaatz Award winner, Cadet Col. Douglas C. Roach.

Former President George W. Bush sent a congratulatory letter for the occasion. Cadet Col. Cleveland Brown had met President Bush when his father, Capt. Cleveland Brown Sr., served on his Secret Service detail. Capt. Brown has been the squadron commander since 2019, and his wife, 1st Lt. Shemitia Brown, is also an active CAP member.

"The outstanding achievements of the Brown cadets show that CAP is a family. It takes a family to overcome and succeed in life and the Browns can look to their Blue family for that support," said Col. Schroder.







**Above:** (L-R) Lt. Gen. John Campbell (USAF, ret.), Renée Edwards, district director for U.S. Congresswoman Eddie Bernice Johnson, 1st Lt Shemitia Brown, Cadet Cols. Jacob Brown and Cleveland Brown Jr., CAP Capt. Cleveland Brown Sr.

Cadet Col. Cleveland Brown serves as Red Bird Composite Squadron's Cadet Commander. He is Ground Team 3 certified and has completed Airman Leadership School, Senior Non-Commissioned Officer Academy, Officer Training School, and the Cadet Command and Staff College. He has competed as a member of the squadron's CyberPatriot team. He is enrolled in advance placement (AP) classes in school and enjoys playing basketball and video games in his free time, as well as practice the violin and piano. He earned appointments to the U.S. Air Force Academy Preparatory School, the U.S. Merchant Marine Academy, and the U.S. Coast Guard Academy, where he will report this summer as a member of the class of 2025.

Cadet Col. Jacob Brown has served as Red Bird Composite Squadron's deputy cadet commander since 2019. He is Ground Team 3 certified and has completed Airman Leadership School, Senior Non-Commissioned Officer Academy, Officer Training School, and the Cadet Command and Staff College. He, too, has competed as a member of the squadron's CyberPatriot team, and is a member of the Young Eagles Association and a member of the cadre at Cadet Airman Leadership School. He is enrolled in pre-AP and AP classes in school and enjoys playing basketball and video games in his free time.

"We are proud of Cadet Col. Cleveland Brown, Jr. and Cadet Col. Jacob Brown for their persistence in earning this achievement. As squadron commander, I am pleased that we have cadet leaders who can serve as an example for all younger cadets to aspire to. We have several cadets in the pipeline who have an excellent chance of reaching this pinnacle, and I know that these two will be an excellent resource for them along the way," said Capt. Brown. 🇺🇸





**Top:** Guests of Honor break ground on the new airport terminal in Texarkana, Arkansas (Photos: 1st Lt. Jonathan McIntyre, CAP, unless otherwise noted.)

**Below:** 95th Composite Squadron cadets prepare to post the Colors at Texarkana Regional Airport (L-R) Cadet Tech Sgt. Toby Nash, Cadet Master Sgt. Kole McIntyre, Cadet Airman 1st Class Morgan Visser, and Cadet Airman Jonathan McIntyre Jr.

## ***Texarkana USA Celebrates Ground-Breaking and Anniversary with American Airlines***

*by 1st Lt. Jonathan McIntyre, CAP, Arkansas Wing*

Texarkana, Ark.- Much has changed in Texarkana in the past few years, but 2021 may prove to boast the biggest changes. Interstate 30, the main artery through the Twin Cities, is becoming a six-lane highway, the downtown area is getting revitalized with the renovation of the historic Grimm Hotel, and construction on a new terminal for the Texarkana Regional Airport has begun. To celebrate the latter, on June 12, 2021, the airport hosted a ground-breaking ceremony which also coincided with American Airlines' 90th anniversary of service to the Texarkana area.







**Above:** Cadets of the 95th Composite Squadron, Texarkana in front of the DC3 Flagship Detroit (L-R) Cadet Tech Sgt Toby Nash, Cadet Master Sgt. Kole McIntyre, Cadet Airman 1st Class Morgan Visser, and Cadet Airman Jonathan McIntyre, Jr.

The ceremony was emceed by the airport's real estate manager, Tyler Brown. In his opening remarks, he said that the airport was due for an update. The current terminal was built in the 1960's and had reached its capacity to effectively serve the area. To open the ceremony, the cadets of the 95th Composite Squadron, Texarkana posted the National Colors.

Texarkana, Arkansas Mayor Allen Brown applauded the 90-year relationship with the airline and said that the new terminal will, "Better serve our customers and community."

Similarly, Texarkana, Texas Mayor Bob Bruggeman, in his remarks, gave a synopsis of the progression of the Texarkana airport. After the purchase of the 190 original acres, "Two sod runways were constructed, one 3,500 ft. and the other 3,000 ft. long" Since then, the airport has grown to encompass 964 acres. Bruggeman remarked that the evolution of the airfield then and now remains the same. The growing airport will provide new opportunities for the area, including economic development, a first impression of the area, and expanded air travel options.

The Texarkana airport was first established in 1928, "When American Airlines began offering air service in Texarkana, they started flying with four Ford Tri-Motor aircraft that primarily provided mail service between Dallas and Little Rock," said Paul Mehrlich, the current Texarkana Airport Manager.

Mehrlich, who has been at the Texarkana airport for the past year, added that the relationship between the airport and the airline began on June 15, 1931. The first terminal was built in 1936



when the area was serviced by an American Airlines DC 3, named “Flagship Texarkana,” which was similar to “Flagship Detroit,” the DC 3 that American Airlines had on display for the ceremony. The airport manager mentioned that besides a small break during World War II, American Airlines has stood next to the Texarkana community uninterrupted. Such changes included when the Air Force discontinued operating the radar station because of advancements in radar technologies, shut-downs caused to terrorist attacks, and pandemics; the airline had fought to keep the regional airport open and operating.

American Airlines’ Director of Government Affairs Dale Morris summed up the struggles of smaller airports, “After every tough time in the industry, I am happy to see the momentum of airports and airlines returning.” He added, “We are thrilled to be a part of this milestone for the airport and Texarkana, which we have been serving for ninety beautiful years.”

Representatives of Arkansas Governor Asa Hutchinson and Texas Governor Greg Abbott expressed the governors’ sentiments. Steve Eggensperger, on behalf of Governor Hutchinson, read that the governor is proud of Texarkana’s achievement and that the \$36 million terminal will, “serve the Southwest Arkansas area and promote growth across the region.” Janie Havel on behalf of Governor Abbott, also congratulated the Texarkana area and highlighted the benefits of the new terminal.

CAP Lt. Col. Loren Ainsworth said that he was honored that the Arkansas Wing cadets were able to participate in this event, when he was notified that the airport wanted the 95th composite Squadron Squadron to participate in the ceremony. After the event, Paul Mehrlich, who had been an Air Force JROTC cadet in Provo, Utah, in speaking with squadron members and referring to

the squadron cadets, said, “Being a former cadet, I knew we had to involve you guys.”

In the 80-year history of the Civil Air Patrol and the Arkansas Wing, there has been a CAP presence in the Arkansas-Louisiana-Texas region with squadrons in the Arkansas cities of De Queen, Ashdown, and Magnolia. The Texarkana Squadron has been a part of the airport and Texarkana area since September 1990. 🇺🇸



**Left:** Cadet Master Sgt. McIntyre posts the National Colors during the opening ceremony of the ground-breaking ceremony at the Texarkana Regional Airport (Photo: Michael Visser, parent of Cadet Airman 1st Class Morgan Visser)





**Left:** Cadet Col. Weiss O'Connor, Deer Valley Composite Squadron, received an appointment to the U.S. Air Force Academy. (Photo: Maj. Margot Myers, CAP)

**Below:** Cadet Maj. Johnathon Wilmoth, 388th Composite Squadron, is attending the U.S. Military Academy (West Point). (Photo provided by the cadet, photographer unknown.)

## **Four Arizona Wing Cadets Heading to Military Academies**

*by Lt. Col. Gordon Helm, CAP, Arizona Wing*

PHOENIX – Four Arizona Wing cadets received appointments to U.S. military academies from members of Arizona's congressional delegation. Cadet Col. Weiss O'Connor of Deer Valley Composite Squadron, Cadet Maj. Johnathon Wilmoth of 388th Composite Squadron, Cadet Capt. Brien Salgado of Davis Monthan Composite Squadron and Cadet 1st Lt. Larsen Emig of Scottsdale Composite Squadron are now members of the military academy classes of 2025.

O'Connor is attending the U.S. Air Force Academy in Colorado Springs, Colorado. The academy offers 32 rigorous academic programs for cadets and O'Connor will join an engineering program. "I've always been drawn to aerospace engineering, but I also plan to keep an open mind to majors unique to the Air Force Academy, like systems engineering," he says.

O'Connor would like to fly as a military aviator. "Earning my wings has been a dream for as long as I can remember, and I'm truly grateful to be one step closer on that path," he says. If he has a choice, O'Connor says he has "always had a love for heavies." O'Connor joined CAP in 2016 and earned his Spaatz Award in March 2021.

Wilmoth is headed to the U.S. Military Academy at West Point, on the Hudson River in New York. West Point graduates receive a well-rounded education in the humanities, science, and education and go on to serve as officers in the U.S. Army.

Wilmoth joined CAP in 2018 "because I wanted exposure to the military, leadership, volunteer service, and aerospace," he said. Wilmoth's most valuable experiences as a cadet were encampment and CyberPatriot. "Encampment gave me exposure to military training and living. CyberPatriot offered





technical leadership opportunities, which helped me learn to lead under pressure and time constraints.” He says that attending a military service academy interests him because it allows him to serve his country while receiving a world-class leadership education that he can use to impact and help others.

**Right:** Cadet Capt. Brien Salgado, Davis Monthan Composite Squadron, received an appointment the U.S. Military Academy (West Point). (Photo provided by the cadet, photographer unknown.)

**Below:** Cadet 1st Lt. Larsen Emig, Scottsdale Composite Squadron, is attending the U.S. Merchant Marine Academy. (Photo provided by the cadet, photographer unknown.)

Salgado is also going to the U.S. Military Academy at West Point. He is planning on a course of study in the social sciences and physical geography and hopes to become a pilot. He joined CAP in 2017 and said, “For me, encampment was the pinnacle of everything I had been working on and toward for the year. I will never forget the friends and memories I made there.” The service academies appealed to Salgado because they offer the highest form of academic and leadership training in the world.



Emig is attending the U.S. Merchant Marine Academy located in Kings Point, New York. The academy trains officers to serve in the merchant marine, branches of the military, and the transportation industry. Emig joined CAP in 2018 because he had an interest in flying and wanted to learn about leadership, aerospace, and military bearing.

Asked to describe his most memorable experience in the cadet program, Emig said, “O-Flights! I completed all five. Sky Kids was the most valuable and memorable, as I got the chance to see how happy children, those with disabilities, were when they got to fly.” Sky Kids is an Arizona charity that focuses on building self-esteem and confidence for special needs children through flight.

As for attending a service academy, Emig said, “The service academy experience is like no other compared to other universities, a once-in-a-lifetime opportunity.” Upon his graduation, Emig says he wants to pursue training as a pilot in either the U.S. Air Force or Navy.

All four cadets have served as leaders in their squadrons and progressed through the 16-step cadet training program. With their attendance at the service academies, they are poised to become future leaders in their chosen paths. 🇺🇸







**Left:** (L-R) First Lt. Jacob J. Moore, Lackland Cadet Squadron, delivers two boxes of blood to Technician Harry Smalley at the Armed Services Blood Processing Facility at Lackland Air Force Base in San Antonio. (Photo: Capt. Gwendolyn R. Le Clerc, CAP, Lackland Cadet Squadron)

## ***Operation Pulse Lift Combines Forces with Armed Forces Blood Program***

*by Lt. Col. Johanna Augustine, CAP, Texas Wing*

On April 21, 2021, history was made in Texas when the Civil Air Patrol transported blood from Dyess Air Force, Abilene, to the Armed Services Blood Bank Center at Joint Base San Antonio – Lackland.

Planning within the Texas Wing started four weeks earlier, as CAP members coordinated with Lt. Col. Robert L. Ditch, Operation Pulse Lift coordinator and Brian Casleton, director of the Armed Services Blood Bank Center to set the plan into motion.

The assigned mission was to provide aviation and ground support for transport of blood products from the Air Force mobile collection site at Dyess AFB to the ASBBC April 21, 2021, and to provide a team of CAP volunteers to support the Air Force

Mobile Blood Collection team April 20–22, 2021.

The plan was to transport the blood via aircraft but just in case of inclement weather that made air transport impossible, arrangements were made to transport the blood by vehicle.

Texas Wing Director of Operations Maj. Mark L. Hammack coordinated with CAP's National Operation Center to acquire the mission number and funding for the aircraft and vehicles that would be used to transport the blood, and to find an aircraft and crew to transport the boxes.

The next issue was to determine what size of aircraft would be needed to transport the cargo entrusted to CAP. Since it was impossible to determine the number of donors on the assigned date, there was no way of knowing the number of boxes to transport. Therefore, to err on the side of caution, it was decided to use the Texas Wing's GippsAero GA8 Airvan as it was much larger than the other aircraft available.

Once the equipment was determined, the personnel selection was set into motion. Abilene Composite Squadron Commander Lt. Col. Jedediah J. Taylor assembled a team of nine volunteers to assist the Air Force Mobile Collection Team during the two-day blood drive.

On April 20, 2021, CAP members helped the Air Force Team set up their equipment and prepare for the blood drive. CAP volunteers arrived April 21 to assist the Air Force team once again, but also to take on the added responsibility of transporting the blood that would be collected throughout the day. At the end of the day, 25 units of blood had been donated and placed into two boxes packed with ice to begin the journey to San Antonio.

Lt. Col. Jedediah J. Taylor handled the first leg of the journey and transported the boxes from Dyess AFB to Abilene Regional Airport, where he met with CAP aircrew members Lt. Col. Daniel A. Rogers and 1st Lt. Roy Paryente. Lt. Col. Taylor loaded the boxes into the GA8 to begin the second leg of the trip to Kelly Field in San Antonio.

Upon arrival in San Antonio, the aircrew was met by Capt. Gwendolyn R. Le Clerc and 1st Lt. Jacob J. Moore who were responsible for the final leg to the Armed Services Blood Processing



Facility at Lackland Air Force Base where the boxes were transferred to Harry Smalley, a technician at the ASBPF.

Brian Casleton thanked everyone for the successful transfer of blood and said, "I know a lot went into making this happen, across multiple CAP organizations, and we are looking forward to finding other opportunities to work together."

#### What is Operation Pulse Lift?

Operation Pulse Lift is a nationwide Disaster Relief capability, employed within the Congressionally chartered authority of Civil Air Patrol's Emergency Services mission. Its intent is to provide enabling capabilities and force-multiplier resources in support of national blood programs. It can provide facilities, logistics support, personnel, air and ground transportation resources, with long-range communications and command and control capabilities, and supporting responses to regional and nationwide disasters.

A total of 70 units of blood were collected by the AFMBC during the two-day Dyess AFB blood drive. The blood will stay within the military health services system. Ninety percent of the blood collected will go to overseas locations, and the rest will go to military bases within the continental United States to decrease the cost of buying blood from local blood banks.

Texas Wing Commander Col. William H. Schroder was also pleased with the mission's outcome. "I am proud of how successfully our Texas Wing Team responded to the call from National to help the Air Force with this mission. The efforts and lessons here will be used as the blueprint for a nationwide program."

It took a team of volunteers throughout the Texas Wing to make this mission happen.

- Lt. Col. Brian W. Bauries, Abilene Composite Squadron.
- Lt. Col. Daniel A. Rogers, Texas Wing, deputy director of operations.
- Lt. Col. Jedediah J. Taylor, Abilene Composite Squadron.
- Maj. Mark L. Hammack, Texas Wing, director of operations.
- Capt. Gwendolyn R. Le Clerc, Lackland Cadet Squadron.
- Capt. Anthony S. Redhead, Apollo Composite Squadron.
- 1st Lt. Nita J. Light, Abilene Composite Squadron.
- 1st Lt. Valerie L. Moczygemba, Alamo Composite Squadron.
- 1st Lt. Jacob J. Moore, Lackland Cadet Squadron.
- 1st Lt. Roy Paryente, Addison Eagles Composite Squadron.
- 2nd Lt. Amy E. Brazil-Wong, Abilene Composite Squadron.
- 2nd Lt. Nahele M. Wong, Abilene Composite Squadron.
- Tech Sgt. John M. Keith, Abilene Composite Squadron.
- Cadet Capt. Bethany A. Larson, Abilene Composite Squadron.
- Cadet Chief Master Sgt. Christopher J. Potter, Abilene Composite Squadron.

A total of 52 wings and CAP National Headquarters have participated in Operation Pulse Lift with a total of 3,334 units of blood collected as of Apr 25, 2021.

Operation Pulse Lift –  
"And the ♥ beat goes on." 🇺🇸

**Left:** (L-R) Cadet Chief Master Sgt. Christopher J. Potter and Lt. Col. Jedediah J. Taylor of Abilene Composite Squadron prepare for blood donors to arrive at Dyess Air Force Base. (Photo: Cadet Capt. Bethany A. Larson, CAP)







**Top:** Cadet Senior Airman Aiden Fried, himself a glider pilot, gets a feel for the new glider simulator setup. (Photos: Maj. Mary A. Fox, CAP)

## ***New Mexico Wing Squadron Conducts Glider Simulator Training***

*by Maj. Mary A. Fox, CAP, New Mexico Wing*

ALBUQUERQUE, N.M. – On April 24, 2021, cadets from Albuquerque Heights “Spirit” Composite Squadron were poised to get back in the air for their first glider orientation flights in more than a year; but that was not meant to be. With no tow pilot, glider flights were not possible. To compensate, New Mexico Wing Director of Aerospace Education Lt. Col. Roland Dewing, working as fast as he could, revised the day’s plan. Instead of going to the Socorro Municipal Airport for glider flights, the cadets headed to New Mexico Wing Headquarters at Kirtland Air Force Base to practice on the new glider simulators designed and engineered by Maj. Stuart Maxon of New Mexico Wing Headquarters.

For the cadets, the timing could not have been better. Both Maxon and Dewing had been collaborating on a glider simulator for use at the New Mexico Wing Glider Encampment, to be held in Hobbs in July 2021. They had constructed a total of five simulators: one for visual learning on a large screen, and four other practice simulators. Both Dewing and Maxon were ready to test





them, and the Spirit Squadron cadets were glad to comply. Cadet Airman Noah Jefferson was apprehensive, because he wanted to go in the air, but after 45 minutes in the simulator, he expressed complete confidence and satisfaction. "Now I feel ready for my first glider flight!" he said. Cadet Senior Airman Makayla Lovato was also impressed." It was a great experience," she said. "It was a little confusing at first, but then with Cadet Senior Airman Fried's assistance, it got better," she added.

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**Left:** Cadet Senior Airman Aiden Fried instructs Cadet Senior Airman Makayla Lovato on how to properly fly the simulator.

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Cadet Airman 1st Class Cooper Diercks agreed. "It was a bit unclear at first, but then I started to understand." The cadets concurred that while the simulator was a fabulous replacement, they were still looking forward to their first glider flight – as soon as one can be scheduled.

Maxon and Dewing had been working on the simulator concept for many months. "Every time someone brings a glider simulator to a glider encampment, the cadets are immediately attracted," Maxon explained. "Why not take advantage of the simulator excitement," he added. "Let's build our own and provide training on the ground while others are in the air." Maxon's next mission is to create lessons that can be used to enhance the glider flight experience. "The more the cadet learns on the simulator, the more confidence will be expressed in the air," he concluded.

The April 24 training session also provided an opportunity to train instructors. Senior Member Michael Fried, Capt. René Larricq, and Cadet Senior Airman Aiden Fried (all from Albuquerque Heights Composite Squadron) and all glider pilots were first in line to learn the program and practice on training the cadets on how to use it. Dewing and Maxon's ultimate goal is to have the simulators ready for the New Mexico Wing Glider Encampment. While some cadets are in the air learning in the glider, others can be on the ground, developing confidence in the glider.

Although the cadets did not get into the air in an actual glider, for 45 minutes they felt as if they had been high in the sky, as they practiced on the newest equipment being offered to the New Mexico Wing. 🇺🇸





**Top:** Volunteers with Civil Air Patrol's Colorado Wing haul survivors to safety after the 1978 plane crash on Buffalo Pass. (Source: Rod Hanna, Steamboat Springs)

## ***CAP Remembers Flight 217 During National Search and Rescue Week***

*by Capt. Brandon Lunsford, CAP, Oklahoma Wing*

TULSA, Okla. – On the occasion of National Search and rescue Week, May 16-22, 2021, Civil Air Patrol remembers a significant air disaster.

Civil Air Patrol's 1979 Report to Congress painted a grim picture of the circumstances surrounding Rocky Mountain Airways Flight 217's encounter with icing conditions.


Flight 217 left Steamboat Springs Airport for Denver on Dec. 4, 1978, with 22 passengers aboard. About an hour after takeoff, the DHC-6 Otter commuter airliner's pilot notified the Federal Aviation Administration of the icing problem and his intent to return to Steamboat Springs.

The plane went down in extreme conditions, in sub-freezing temperatures, wind and snow blowing 30-40 mph and reducing visibility to a few feet, and complete darkness at more than 10,000 feet in the Colorado Rockies, striking power lines as it descended.

The Air Force Rescue Coordination Center alerted CAP's Colorado Wing and other emergency services organizations at 8:12 p.m. Within an hour, CAP dispatched seven four-wheel-drive vehicles and members equipped with specialized direction-finding equipment to track the aircraft's emergency locator beacon. The terrain caused misleading readings as signals bounced off the surrounding mountains. The onsite mission coordinator directed the search team to the plane's flight path.

Snowfall was so severe that the four-wheel-drive vehicles proved unusable. A snowcat was brought in to aid the search, even with the danger of driving off a cliff because of visibility issues. To reduce the danger, a rescue worker walked in front of the snowcat.

At 6 a.m. the search teams began to hear screams through the howling winds. Moments later, the crew and passengers were found. Twenty-one lives were saved that day.

Statistics show that the probability of continued survival by the injured after a crash diminishes 80% after 24 hours. Civil Air Patrol continues to train to save lives and alleviate human suffering through multiple emergency services and operational missions. CAP performs about 90% of all search and rescue operations within the contiguous United States as tasked by the Air Force Rescue Coordination Center. 





**Top:** (Left to right) Cadet Airman Matthew Smith and Cadet Airman 1st Class Seth McDowell worked through the preflight checklist with Maj. Houston Pye, including checking the fuel in the wing tanks. *(Photos: 2nd Lt. Mitch Smith, CAP)*

## ***Arizona Wing Squadron Restarts Cadet Orientation Flights***

*by Master Sgt. George Risinger, CAP, Arizona Wing*

GLENDALE, Ariz. – On June 19, 2021, the 388th Composite Squadron restarted cadet orientation flights, which had been prohibited during COVID-19 restrictions. Now, thirty new cadets that had joined the squadron during the pandemic lockdown were ready to fly.





**Above:** Maj. Houston Pye prepares for takeoff with Cadet Airmen Eden Arbon and Ayla Dunton for their first cadet orientation flight.

Maj. Houston Pye took four cadets up on their initial orientation flight. Participating in the flights were Cadet Airman 1st Class Seth McDowell, and Cadet Airmen Eden Arbon, Ayla Dunton, and Matthew Smith.

After her flight, Arbon said, "Civil Air Patrol has given me many opportunities I could never get anywhere else, like getting to fly in a Cessna 172 with Major Pye. I learned so many things about flight that I had never learned before. I can't wait until we get to do it again!"

"It was great seeing the cadets get back into the air," Pye said. "After a year of COVID-19 restrictions, getting the cadets together for some hands-on experience with one of Civil Air Patrol's missions is invaluable. The cadets did an excellent job today, applying their academic studies to work in the practical environment in the cockpit, while braving the 117-degree Phoenix heat.

"I'm excited to be a part of the journey for all of these cadets, and to have the opportunity to motivate them to continue to progress in the program," Pye said.

The 388th Composite Squadron will be busy flying in the coming months, trying to get all the cadets back up in the air. 🇺🇸



**Right:** Ms. Becky Fritchie and CAP Maj. John McCrory inspect the CAP aircraft prior to their flight. (Photos: Maj. Ken Brummett, CAP)

## **Louisiana Wing Squadron Hosts Teacher Orientation Program Flight**

*by Capt. Ken Best, CAP, Louisiana Wing*

GONZALES, La – On April 7, 2021, the Ascension Composite Squadron of Civil Air Patrol (CAP) hosted local teacher Ms. Becky Fritchie for a Cessna 172 orientation flight. The flight was conducted as a function of CAP's Teacher Orientation Program (TOP), that is designed to support local teachers in their presentation of aerospace education to their students. Its purpose is to motivate teachers to bring aviation to their students who then might want to participate as CAP cadets or go on to pursue aviation careers in the military or civilian workforce.

Currently, both military and civilian aviation are experiencing a pilot shortage. TOP was created to help mitigate this problem through education.

Fritchie teaches at Bluff Ridge Primary School in Ascension Parish and has done so for 11 years. She teaches all students at the school, kindergarten through 5th grade, in the STEAM Lab (Science, Technology, Engineering, Arts, and Mathematics). Previously she taught mathematics, science, and social studies in Ascension Parish Schools.

She has had the opportunity to implement the ACE (Aerospace Connections in Education) curriculum into her classes. The CAP Aerospace Education program supports teachers with a curriculum that is leveled from kindergarten to upper grades. She can use CAP resources to ensure her students are receiving aerospace education and aviation exposure. CAP also gifts the students' items that inspire them to seek out more information about aviation.

For example, fifth graders receive rubber band balsa wood planes that they can construct and fly. Fourth graders assemble rocket planes to explore rocketry, trajectory, and propulsion. Third graders assemble foam gliders that familiarizes them with the parts of a plane and inspire their curiosity into flight. Second graders are given foam finger rockets that inspire students to explore elastic potential energy, action/reaction relationships, trajectory, and force. First graders assemble their own balsa wood gliders where they can familiarize themselves with the parts of a glider and the forces of flight. Even kindergarteners are given foam globe stress balls to demonstrate the land/water ratio on Earth.

At Fritchie's school, Civil Air Patrol has been an integral part of the curriculum in the lab. She said, "The students absolutely love engaging with the concepts covered in their curriculum!"

She further said that she was eager to get back in the lab and show the children what she had learned and seen on her orientation flight. She took pictures of the parts of the plane so that her students can make the connections between what they have been discussing and exploring in class, now applied to an actual aircraft.





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Her school is brand-new and just completing its first year teaching, so getting to see the aerial views of the campus and seeing it from a different perspective will increase their connection to their new academic home, and encourage and deepen their sense of pride in their school.

Fritchie said she is constantly seeking out opportunities that allow her to learn, increase her teaching repertoire, and get her out into the real world so that she can share those experiences with the students. She hopes this will encourage them to seek out their own opportunities to extend the learning that is going on in their classes and the lab, applying it in the real world.

She noted that William Butler Yeats said, "Education is not the filling of a pail, but the lighting of a fire." In explaining her interest in receiving the CAP orientation flight she wrote, "It is my hope that I am lighting the fire of endless curiosity, imaginative creativity, confidence with experiences, and a life-long love of learning. If I can continue to be curious, creative, confident, and brave to seek out new opportunities, and model a love of learning, I believe my students will see that passion and be able to connect with their own interests and find their own path successfully. Getting out of the classroom and experiencing the world is just one way I can model that for my students, and the orientation flight definitely gave me an experience modeling how to find the connections between classroom topics and the real world."

At flight's end, Fritchie sent the following message to Lt. Col. Mickey Marchand who had arranged the flight for her.

"The TOP flight experience was PHENOMENAL! When you're teaching the concepts of aviation with the students it's difficult to conceptualize, for the instructor and the students! Getting to experience a REAL flight really solidifies what we are working on in the classroom and extends our reach to the sky! We always encourage our students to take the learning beyond our four walls and the TOP Flight opportunity allows teachers to do the same. I've still got my head in the clouds and so excited to bring this experience back to my students. Thank you, Civil Air Patrol and Lt. Col. Mickey Marchand, for allowing me to experience this! Forever grateful!" 🇺🇸

**Below:** Ms. Becky Fritchie sits in the right front seat of the CAP Cessna 172 aircraft and holds the yoke that controls flight.







**Top:** (L-R) Before the flight, CAP Lt. Col. Mike Duc, JROTC Cadets Kalea A., Jayden P., Arianna A. and Gracie B. (Photos courtesy of Lt. Col. Michael Hinsch, USAF, Ret.)

**Below:** JROTC Cadet Kalea A. signals her approval after her orientation flight.



## ***Texas JROTC Cadets Get a Taste of Flight***

*by 1st Lt. Roger Aylstock, CAP,  
Texas Wing*

SAN MARCOS, Texas – The David Lee “Tex” Hill Composite Squadron of Texas Wing, Civil Air Patrol (CAP) is providing orientation flights to Byron Steele High School Junior Reserve Officer Training Corps (JROTC) cadets in the squadron’s Cessna 172 airplane. Lt. Col. Michael Hinsch, USAF (retired) is the



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senior airspace instructor at Byron Steele High School. He said, “We teach our cadets a History of Flight (first year cadets) and Science of Flight (second year) and these orientation flights culminate for us those lessons. Most of my cadets have never flown a plane, and it gives all of them exposure to flight. We also have cadets apply to AFJROTC Flight Academy, and we have our first two select cadets attending this summer where they will earn their private pilot’s license. My cadets all share their experiences on their social media, and it is the talk of their time in AFJROTC.”

The CAP pilots performing the orientation flights are Lt. Col. Roger Corbin, Lt. Col. Mike Duc, Lt. Col. Ed Garland, Capt. Mauricio Urquiola, and 2nd Lt. John O’Connor. Lt. Col. Mike Duc said, “This is often the first time these cadets have been in a small plane. We try to introduce the physics and mathematics involved in flight and apply it in the air. For example, ‘How do we defeat gravity with lift,’ and, ‘What is a vector?’ We talk about ‘stability’ and how it applies to flight and then demonstrate the stability of the plane in flight. I talk about Newton and some guy named Bernoulli? Then we just fly, and I show them everything that we talk about on the ground – in the air. Most of the cadets are surprised at how stable the plane is, and how calm and serene it is at altitude. I also discuss the different careers available in the aviation field including pilot, engineer, mechanic, and many others.”

This has become an annual event between the San Marcos CAP Squadron and Steele JROTC. There will be approximately 40 cadets that will get to experience flight this year. Lt. Col. Hinsch said that it is their Corps goal to have all cadets fly before the end of their third year. 🇺🇸

**Below:** Junior ROTC Cadet Gracie B. gives the “thumbs-up” sign of approval after her orientation Flight.





**Right:** Chaplain (Maj.) Tom Tostenson (left) currently serves in the Falcon Composite Squadron in Mesa, Arizona, where he has been active with emergency blood donation centers. (Photographer unknown.)

### ***Quiet Warriors in the Wire – No one dies alone on my watch!***

*by Lt. Col. Bob Ditch, CAP,  
Arizona Wing*

MESA, Ariz. – Battles and wars are fought on many fronts and in many dimensions, including in the air, on the land, and on or under the sea. But sometimes the battlefield is “in the wire,” inside our own perceived safe zones. In such cases, it takes a special warrior to manage the effects of the enemy.



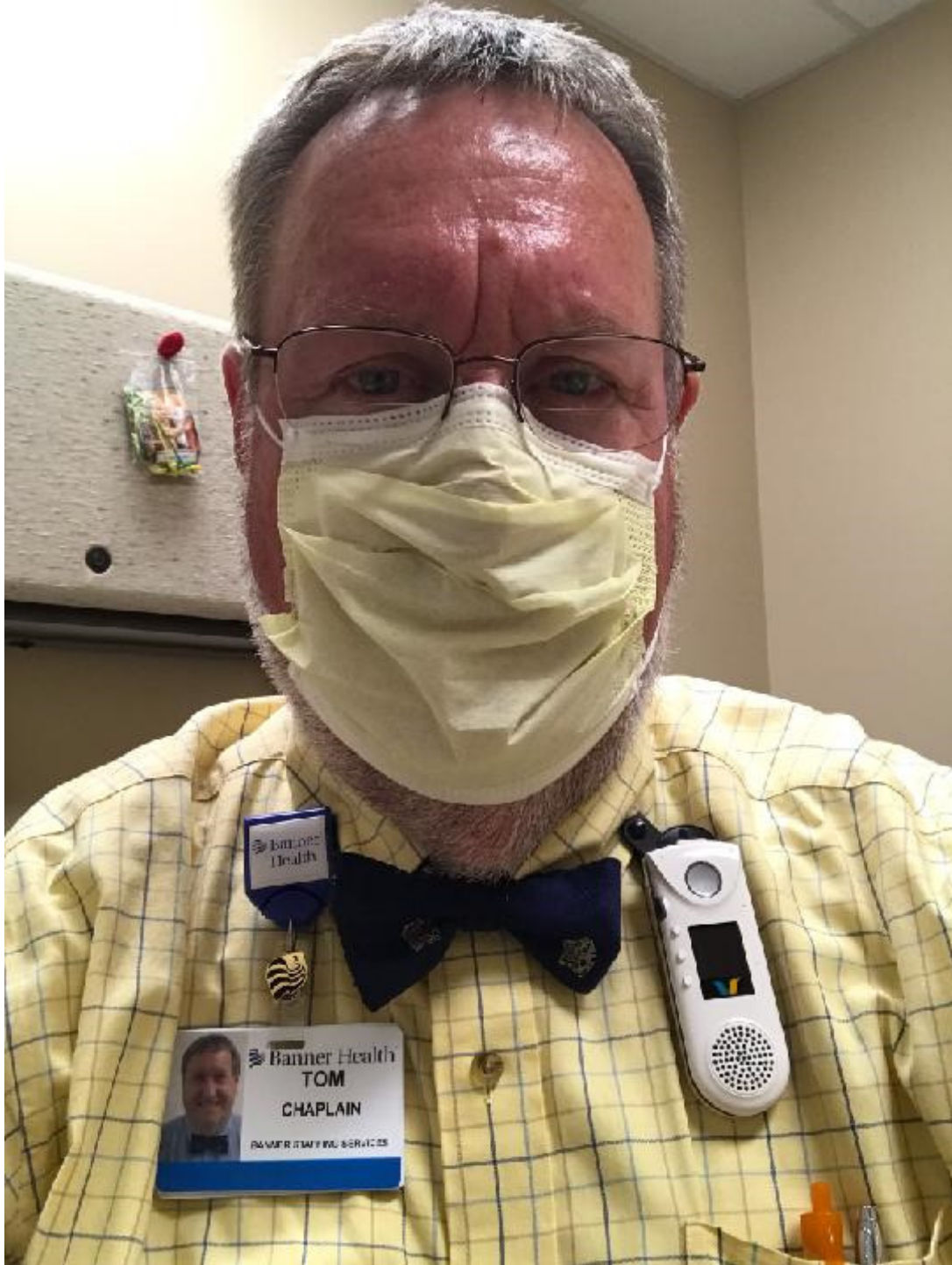
Such has been the case during the COVID-19 global pandemic. During this “war,” an unseen enemy managed to penetrate our epidemiological and public health defenses, doing its harm “in the wire.” To rally our defenses, it took many warriors of various medical and public health specialties to combat the enemy. One overlooked, but continually active, cadre of special operators is the chaplains, including quiet, but aggressive warriors like CAP Chaplain (Maj.) Tom Tostenson.

Tostenson joined CAP in January 2018 and quickly became an active member of Falcon Composite Squadron in Mesa, Arizona. He has remained active during the COVID-19 response, serving as the only chaplain providing support during multiple emergency blood donation center operations hosted at the squadron by CAP and the American Red Cross.

For Tostenson, serving his country is nothing new, and operating on battlefronts is not a novel experience. Having joined CAP after 10 years of service as a U.S. Marine Corps field chaplain and more than 33 years in chaplain missions, he was already aware of the hardships and challenges of being in combat and facing the effects of trauma, casualties, and grief. But nothing would challenge him more than 15 months (so far) serving on hospital wards in Arizona during the COVID-19 crisis.

Tostenson entered the U.S. Navy in 1988 and found a home away from home with “his Marines” on many battlefields. These included assignments in a tank battalion during operations Desert Shield and Desert Storm in Saudi Arabia, leading to the liberation of Kuwait. This was a different war and on a different battlefield. He did not have to deploy to the theater of operations; it came to him and into his world – “in the wire.”





**Above:** Fighting the war against COVID-19, Chaplain (Maj.) Tostenson serves as a hospital chaplain for Banner Health. (Photo provided by Ch. Tostenson, photographer unknown)

When asked what it was like on this new COVID-19 battlefield, Tostenson spoke of the months of uncertainty. As the horrific effects of the pandemic became increasingly clear, on the hospital wards, intensive care units, and emergency rooms, it became apparent that this enemy gave no quarter and would be unwilling to surrender. That uncertainty would be exacerbated by questions from previous experiences. Would this be like the H1N1 pandemic, like the seasonal flu? Would this novel virus become a new reckoning against a relentless enemy, with weaponry never seen or anticipated before?

For chaplains, unlike previous pathogen encounters, the COVID-19 experience became a day-to-day engagement in innovation. For example, because of shortages of personal protective equipment (PPE), chaplains were faced with providing their own protection so that the equipment could be more available to the clinicians who were minute-by-minute in the face of the danger. So chaplains learned to leverage technologies, coupled with prayer.



In this fight there were four types of patients. First, those who were conscious, and one could talk with (if only via video on a smartphone). There were very few times that chaplains could be bedside, because of exposure concerns and they had many other patients in the hospital (not exposed or infected) who needed ministering. The chaplains would never be put in the position of exposing the most vulnerable to the dangers of COVID-19, while balancing the need to be there for the infected.

The second were those in the intensive care units, intubated and on ventilators, unable to communicate with the ministers. They were prayed over and ensured they were never left alone.

The third were those who had family contacts, with the chaplain serving as the intermediary between the family and the patient, conveying family conversations, blessings, and prayers. The chaplains were in a unique position to offer this dialogue between patient and family.

The fourth group of patients were not even suffering from the symptoms; they were the staff who cared for the patients. Unlike visiting ministers and parish pastors, chaplains focused much of their time and prayer on the staff. According to Tostenson, there is the old saying in the hospital chaplaincy that, “the patients are the visitors, and the staff are the members.”

The issues facing the staff were legion, with long and arduous hours, protracted technical life-saving procedures, as well as the uncertainty of their own safety and other stressors. For example, one issue was the age factor that impacted the clinical staff. While there were many older and tenured nurses, physicians, respiratory therapists, and technicians available, the risk of exposure and infection to them was extremely high (because of their age). Therefore, more front-line clinical requirements were placed on younger nurses and staff members who were physiologically less at-risk. But they were more vulnerable to the secondary effects of the clinical stressors. This added even more challenges to the staff chaplains as they supported the younger and less experienced hospital staff members. Thus, chaplains spent a lot of time caring for the spiritual and emotional adjustment needs of young staff members who frequently asked for “curbside” counseling and prayer with their chaplains.

Dealing with the never-ending stress of caring for COVID-19 patients could greatly affect anyone, and chaplains were not invulnerable to these stressors. In an average hospital of 300 beds, it is not uncommon for the staff to experience one death per day. During the height of the COVID-19 crisis, this was happening six to eight times daily.

When asked about the issue of COVID-19 patients sadly dying by themselves, Tostenson responded adamantly, “Not on my watch!” That was because the nurses and chaplains worked side by side and the nurses were quick to make sure a chaplain was with the dying patients – because the families were not allowed in the hospital. So, it was up to the nurses and chaplains to “double team” alongside the dying. This was a tough thing to do, especially at the peak of the pandemic when over 60% of hospital patients were infected.

Tostenson has seen battlefields and war before. He has experience counseling those injured in combat and dealing with death, and his faith got him through it. Therefore, he was not afraid to be a part of this new battlefield. However, he was most impressed by nurses, especially the young ones, who went into the uncertainty and fog of war, never having experienced such horrors before. According to Tostenson, they demonstrated a level of courage he had never witnessed before, even with his Marines. “This is some heroic stuff they are doing,” he said.

As history books are written on the effects and response to the war against COVID-19, CAP members can be proud of having been part of that response, including the members of the CAP Chaplain Service, whether in uniform, or in scrubs on a hospital ward, taking on the relentless hidden enemy “in the wire.” 🇺🇸

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**Right:** Chaplain (Maj.) Tom Tostenson (right) served as a chaplain in the U.S. Marine Corps for 10 years, including tours during operations Desert Storm and Desert Shield. (Photo provided by Ch. Tostenson. Photographer and Marine at left in the photo unknown.)

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**Top:** The intro slide announcing the Wing's approval for Phase III remobilization. (Screen shots: Lt. Col Jay T. Tourtel, CAP)

## ***New Mexico Wing Approved for Phase III Remobilization; New Mexico State to Fully Reopen on July 1, 2021***

*by Lt. Col Jay T. Tourtel, CAP, New Mexico Wing*

ALBUQUERQUE, N.M – On June 12, 2021, at a virtual New Mexico Town Hall meeting, New Mexico Wing Vice Commander Lt. Col. Dean M. Klassy, Sr., head of the Wing Remobilization Task Force, announced that New Mexico Wing was approved to enter Phase III of CAP's Remobilization Plan. On the heels of Klassy's announcement – on June 17, 2021 – New Mexico Gov. Michelle Lujan Grisham announced that on July 1, 2021, the State of New Mexico would lift all COVID-19 restrictions, and that all businesses will be able to reopen and operate at 100% capacity.

On April 14, 2021, New Mexico Wing was approved to enter Phase II of CAP's National Remobilization Plan by Civil Air Patrol's National Remobilization Team, headed by CAP National Vice Commander Brig. Gen. Edward Phelka. Moving into Phase II allowed Wing Headquarters, and all units within the wing, greater flexibility in planning and executing meetings, training, and other activities. Under Phase II, units were able to hold day-long meetings and one-day activities, with 50 or fewer low-risk members participating in person, with self-identified high-risk members continuing to work from home. Phase II did not allow for any overnight activities.

Under Phase III, New Mexico Wing can now have meetings with 150 or fewer low-risk members, and may resume overnight activities, such as encampments, bivouacs, and conferences. Self-identified high-risk members may gradually return to intermittent unit, activity, and mission duties; however, they should continue to observe social distancing. All members should avoid crowds.



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For overnight activities, the commander or activity director must provide at least 30 days' notice to both the Wing vice commander and safety officer and must submit a risk assessment at least three weeks prior to the activity. For aircraft sorties, aviation gloves must be worn, and the aircraft sanitized between sorties. All high-risk members must wear face covers. Fully vaccinated members are no longer required to wear face masks inside or outside; unvaccinated members must continue to wear masks and practice social distancing.

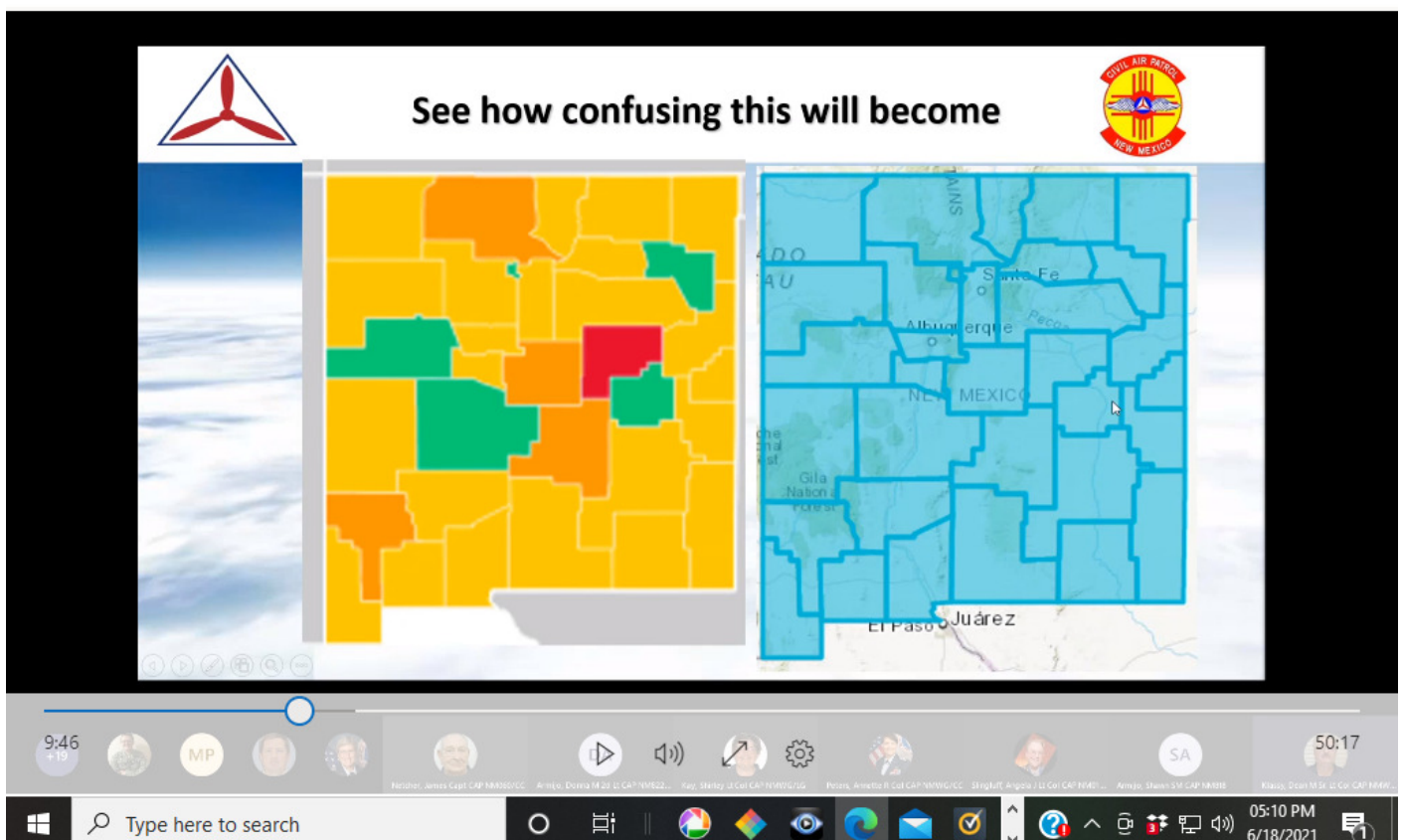
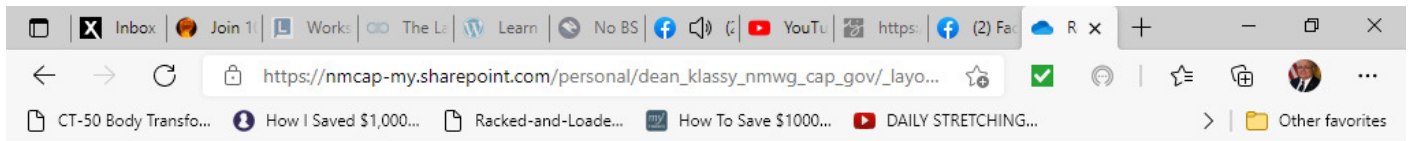
"No one will ask you if you've been vaccinated," Klassy said. "We're on the honor system here," he added.

All units must comply with CAP guidelines, New Mexico Wing guidelines and the guidelines issued by the New Mexico Department of Health. Guests are allowed at meetings, but they will count against the 150-person cap. Klassy suggested that commanders and activity directors have guests pre-register to ensure participation from as many members as possible. Commanders and activity directors should also monitor both the maps at [www.covidactnow.org](http://www.covidactnow.org), as well as the New Mexico Department of Health Map, to ensure participation at the following risk levels:

- **Red (Very High Risk):** Must have five or fewer members at in-person meetings.
- **Yellow (High Risk):** Must have 10 or fewer members at in-person meetings.
- **Green (Medium Risk):** May have 20 or fewer members at in-person meetings.
- **Turquoise (Low Risk):** May have 150 or fewer members at in-person meetings.

With the entire state at the Turquoise risk level, Klassy does not foresee a relapse, but he urged attendees that in-person attendance is a personal decision. "Members and parents are responsible for their own comfort in attending any meeting. No member will be penalized for opting out of an in-person meeting," he said.

**Below:** The map from [www.covidactnow.org](http://www.covidactnow.org), showing one county in red (very high risk), four counties in orange (high risk), 23 counties in yellow (medium risk), and five counties in green (low risk), next to the New Mexico Department of Health map, showing the entire state in turquoise (low risk).







**Top:** Calvin Wortham, Master Sgt. Steven Vance, Lt. Col. Thomas "Doc" Barnard, 1st Lt. Jim "Pooh" Partington, Capt. Dustin "Shackle" Martin, Dr. Herbert Simmons Jr., and Lt. Col. Jeff Ragusa. (Photo: Richard Knowles)

## ***Louisiana Wing Flies a Unique Mission for USAF 2nd Bomb Wing***

*by Capt. James L. Peck, CAP, Louisiana Wing*

BOSSIER CITY, La. – On May 27, 2021, the Shreveport Senior Squadron of Civil Air Patrol flew a first-of-its-kind mission for the USAF 2nd Bomb Wing based at Barksdale Air Force Base. The new CAP mission supported Barksdale's Mid-Air Collision Avoidance (MACA) program.

Each Air Force unit with a flying program must establish a MACA program designed to actively engage and acquaint the local flying community and local airport management to the military use of local airspace. The program covers aircraft types, configurations, and speeds as well as altitudes of operations in the vicinity.

As part of the Barksdale AFB MACA program, 2nd Bomb Wing safety personnel make annual trips to airports in the local area. They meet with airport managers, visit with airport personnel, and distribute MACA posters and pamphlets tailored to the area. In years past, these trips were made over several days by ground vehicle.

Air Force Capt. Dustin "Shackle" Martin, chief of flight safety for the 2nd Bomb Wing, reached out to CAP in August 2020 to see if that organization could support the Barksdale MACA program. Having limited knowledge of CAP capabilities and missions, Martin found out that the program had never involved CAP before, and that there was no agreement in place for CAP to provide any support.





**Left:** (L-R) Dr. Wyche Coleman, Dodge Rees, Cameron Windham, Jessie Davis, Capt. Dustin “Shackle Martin, and David Beaty. Martin led the discussion on Mid-Air Collision Avoidance at Red River Airport. *(Photo: Richard Knowles)*

**Below:** Pilots and Crews at BAFB after the MACA flights: (L-R) Master Sgt. Steven Vance, David Beaty, Richard Knowles, Lt. Col. Jeff Ragusa, 1st Lt. Jim “Pooh” Partington, Capt. Dustin “Shackle” Martin, and Lt. Col. Thomas “Doc” Barnard. *(Photo: Capt. Mike Brogan, USAF)*

airports for safety visits became apparent. A new Air Force Assigned Mission (AFAM) for CAP was created. During the process, Martin learned more about other existing CAP missions, and became a member of the Shreveport Senior Squadron.

On May 27, 2021, Capt. Martin, Master Sergeant Steven Vance (flight safety superintendent), Mr. Richard Knowles (deputy chief of safety), and Mr. David Beaty (USDA wildlife biologist) were flown in two CAP aircraft to four local airports in the Barksdale AFB area. CAP pilots for the sorties were Lt. Cols. Thomas “Doc” Barnard and Jeff Ragusa and 1st Lt. Jim “Pooh” Partington.

At the neighboring airports, the team met with airport and municipal officials as well as local pilots. The crews also overflew and inspected two airports at which officials were not available for them to meet.

Afterwards, Martin said, “This is the first time we have been able to fly the actual pattern and see the environment from the local pilot’s perspective. In past visits, we have met some airport managers at the courthouse or other offices separated from the actual airport. This time, we were able to meet everyone at the airport to discuss how the local pattern and routes flown by civilian pilots coexist with the Barksdale AFB pattern, Military Operating Areas (MOAs), and Class C airspace.” He added, “We even overflew the two airports that were not available for us to visit.” 🇺🇸







**Top:** The Flight Simulation Center in Eloy, Arizona, houses multiple flight simulators that are open by reservation for any Arizona Wing member. (Photo: Capt. Kevin Rattey, CAP)

## ***Arizona Wing Aerospace Education Team Helps Cadets Take Flight Without Leaving the Ground***

*by Maj. Ron Marks, CAP, Arizona Wing*

PHOENIX – While it sounds like an oxymoron, it seems that the most efficient approach to become airborne as a licensed pilot starts on the ground. Through the magic of computers, realistic flight controls, and high-definition monitors, student pilots can learn much about the theory of flight while gaining practical skills that will apply when they take flight in an aircraft. Virtual reality simulators are so graphic, it almost feels like one is really flying.

The past six months, Arizona Wing's Aerospace Education team has been busy implementing several initiatives to help interested cadets and senior members begin the journey to a private pilot certificate, as well as helping existing pilots polish their skills and instrument procedures.

At the beginning of the year, CAP national headquarters launched a program to test virtual flight instructor software from TakeFlight Interactive. This software uses the Lockheed Martin Prepar3D platform (built on the previous Microsoft Flight Simulator X source code) to take students through 20 hours of basic flight instruction, which they can do from home, an opportunity that was welcomed during the pandemic shutdown.







**Left:** Capt. Kevin Rattey tries out one of three flight simulators that are equipped with virtual reality goggles for a more immersive experience. (Photo: 2nd Lt. Jon Rizzo, CAP)

Each CAP wing received two training slots, but when this opportunity was announced in Arizona, more than 40 cadets responded. Arizona Wing was allowed to add applicants on a

standby basis, and when other wings did not take advantage of the program, Arizona Wing was able to get 14 additional cadets enrolled. At the halfway point in the one-year program, Project Officers Capt. Kevin Rattey and Lt. Col. Fairfax O'Reilly report that all is going well with many cadets already completing their 25 hours of training.

Besides this remote program, Arizona Wing members may train at the George Washington Carver School Flight Simulation Center in Eloy, Arizona, about 60 miles southeast of Phoenix. This center is the product of much hard work by the Blue Devils of the Eloy Composite Squadron and Squadron Commander Rattey. The original center was funded by donations and grants through the Eloy Elementary School District. Over the last two years, additional grants and donations from individuals, corporations, and the state were used to upgrade and expand the center.

CAP cadets and senior members may reserve a simulator for training, practice, or just fun. The Flight Simulation Center is open every Saturday, and simulators may be reserved for 1-hour periods from 10 a.m. to 2 p.m.

There are several simulators and configurations available, including a Cessna 172, Cessna 182 with Garmin G1000, helicopter, and glider. The center also has three simulators with virtual reality goggles for a more immersive experience. Attendees can explore aspects of aviation and pilotage, from basic aircraft operations in the National Airspace System to simulated air combat. Even if members are not interested in learning to fly, they can experience the air traffic control element of the aviation industry.

For those who hold CAP aircrew qualifications (mission pilot, mission observer, or mission scanner), the simulators are available to practice avionics or aerodynamic procedures and to improve proficiency, familiarity, or crew resource management. While these simulators are not certified by the FAA to log training or currency time, they are an effective means to gain experience and increase knowledge.

In addition, several of the simulators are capable of air combat simulations using WWI and WWII aircraft and a variety of fighter jets. These programs can help cadets learn basic tactics and coordination while still emphasizing fun, interaction, and building situational awareness. Since the Flight Simulation Center's grand opening, several squadron aerospace education officers have made reservations to bring their units to the center for a fun aerospace education activity.

To help cadets who are looking forward to applying to earn their private pilot wings in Civil Air Patrol, Rattey also is sponsoring FAA-approved ground schools. Attendance will prepare students for the written exam, the first step in earning a private pilot certificate.

Helping cadets get excited about aviation and setting them up on their path to a potential career in aviation is a foundation of Arizona Wing's Aerospace Education mission. 🇺🇸





**Top:** Members of the Kirtland Air Force Base 377th Force Support Squadron donate surplus ABUs to CAP's New Mexico Wing. On hand to receive the donation is New Mexico Wing Commander Col. Annette Peers (in blues, third from right). (Photo: Lt. Col. Andrew Selph, CAP)

## ***Kirtland Air Force Base Donates ABUs to New Mexico Wing***

*by Lt. Col. Andrew Selph, CAP, New Mexico Wing*

ALBUQUERQUE, N.M. – On May 14, 2021, members of Kirtland Air Force Base's 377th Force Support Squadron's Airman Leadership Class 21-6 donated surplus ABUs (Airman Battle Uniform) to Civil Air Patrol's New Mexico Wing and the Albuquerque Public Schools Middle School Leadership Program. Starting on April 1, 2021, the class conducted a six-week, base-wide drive to collect the ABUs, as the Air Force transitioned to the ACU-OCF (Airman Combat Uniform – Operational Camouflage Pattern).

According to their website posted at <https://kirtlandforcesupport.com>, the 377th includes five flights, which combine similar functions that already work closely together: Force Development, which includes all education, training, professional development and professional military education; Manpower and Personnel, which manages manpower, civilian personnel, military personnel and appropriated fund employees; Airman and Family Services, which manages the airman and family readiness center, the child development center and family child care and youth programs; Sustainment Services, which includes food operations, clubs, lodging and fitness and sports; and Community Services, which manages the base golf course, outdoor recreation, the ITT (Information, Ticket and Travel) office, the base auto shop and aero club.

On hand to receive the donation was New Mexico Wing Commander Col. Annette Peters. 🇺🇸



## ***Mitchell Award Milestone for Texas Wing Cadet***

*by Capt. Stephen C. Webster, CAP, Texas Wing*

CORSICANA, Texas. – On May 8, 2021, Cadet 2nd Lt. Bradford H. Webster of the Civil Air Patrol's Corsicana Composite Squadron became the Texas Wing's newest cadet officer upon earning the Gen. Billy Mitchell Award.

Webster, who has been a Civil Air Patrol member since October 2018, is an eighth grader at Ennis Junior High School (EJHS), president of the EJHS chapter of National Junior Honor Society, a Star Scout, and serves as Assistant Patrol Leader for Boy Scout Troop 210. In August, he will attend Randolph-Macon Military Academy in Front Royal, Virginia. His goal is to graduate from the U.S. Air Force Academy and serve as a fighter pilot.

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**Right:** Cadet 2nd Lt. Bradford H. Webster holds his Gen. Billy Mitchell's Award Certificate. (Photo: Capt. Stephen C. Webster, CAP)

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On hand to present the award, were Texas Wing Commander Col. William H. Schroder and Navarro County Commissioner, Precinct 3 Eddie Moore. Texas Wing Group III Commander Lt. Col. Bobby G. Sides was also present.

Asked about his promotion, Webster said, "It's been a long road and I've learned a lot through the NCO phase of Civil Air Patrol. I plan to use what I've learned about being a leader and want to help other cadets achieve what I have."

"For me this is a big step toward getting into the Air Force Academy," he added. "Besides academics and leadership experience, it takes dedication, determination and perseverance. That's what the Academy really looks for."

Webster previously served as squadron cadet first sergeant and is a recent graduate of the CAP Southwest Region Cadet Leadership School. He is his squadron's representative on the Group III Cadet Advisory Council.

The Gen. Billy Mitchell Award, that was created in 1964, honors the late Brig. Gen. Billy Mitchell, an aviation pioneer, advocate, and staunch supporter of an independent Air Force for America. The award is earned after completing the first eight achievements of the cadet program. To merit it, the cadet must pass an arduous 100-question examination that tests leadership theory and aerospace topics. Only 15% of CAP cadets reach this level of the program. The award is normally presented by a CAP group commander or higher, the Wing director of cadet programs or a local, state, or federal government official. Earning the Mitchell Award carries with it automatic promotion to the grade of Cadet 2nd Lt.

Mitchell Award recipients are eligible for advanced placement at the grade of E-3 (Airman First Class) should they choose to enlist in the U.S. Air Force. They are also eligible for advanced credit in the Air Force ROTC program, and may also apply for a variety of scholarships and CAP special activities. 🇺🇸





**Top:** The communications support mission began at the drive-through mass vaccination site at Phoenix Municipal Stadium, where CAP volunteers worked in a trailer provided by the Tempe Fire Department. (Photos: Maj. Margot Myers, CAP)

## ***Arizona Wing Wraps Up COVID-19 Communications Support Mission***

*by Capt. Lisa Nolan, CAP, Arizona Wing*

PHOENIX – As Arizona’s mass COVID-19 vaccination program draws to a close, so does Arizona Wing’s management of communications at multiple sites, a vital contribution to the program’s success. For more than 21 consecutive weeks, CAP volunteers have answered the call to assist the Arizona Department of Emergency and Military Affairs (DEMA) at several of the state’s point of distribution sites.

The state’s mass vaccination effort has included four major distribution sites that have administered a total of more than 1.1 million vaccines. The first two sites were outdoor drive-through locations at State Farm Stadium in Glendale, Arizona, and Arizona State University-owned Phoenix Municipal Stadium in Phoenix.

As part of a broader COVID-19-related mission to support DEMA, Arizona Wing was called upon to manage the sitewide communications at the Phoenix Municipal Stadium location. CAP volunteers were then instrumental in moving both POD communication sites when Arizona’s hot weather required relocating vaccine distribution operations indoors. Phoenix Municipal Stadium



operations moved to ASU's Desert Financial Arena and State Farm Stadium operations moved to Gila River Arena, with CAP responsible for managing communications in both indoor venues.

**Right:** More than 130 iPads were available at the Desert Financial Arena site for daily distribution to volunteers and staff. CAP volunteers were responsible for making sure the iPads were charged overnight and ready for distribution early each day.

**Below:** Hand-held, two-way radios were checked out to staff each morning by CAP volunteers then checked in at day's end to be recharged.



"Since February 5, 2021, over 80 CAP members have worked more than 2,000 volunteer-hours delivering essential communication," said the project coordinator, Capt. John Huls, Scottsdale Composite Squadron. "This communication support assignment was an expansion of the Air Force-assigned Arizona Wing disaster relief mission to provide COVID-19 support that has been ongoing since March 2020."

CAP volunteers worked two shifts totaling 13 hours daily, managing the tracking, dispersal, collection, and charging of iPads and two-way hand-held radios, allowing volunteers, staff, and medical personnel in multiple locations to effectively communicate across entire sites, aiding in the massive vaccine distribution effort. The successful operational flow of the Arizona DEMA mass vaccination sites became a flagship example for other sites throughout the nation.

CAP 1st Lt. Sheldon Ross had a dual role for the mission, working as the operations logistics chief/emergency services manager at DEMA as well as the safety and emergency services officer for Scottsdale Composite Squadron. Ross expressed his appreciation for the expertise CAP brought to the vaccination sites. "Working together with Civil Air Patrol and having the benefit of their professionalism and ability to execute within an ICS [Incident Command System] structure provided dependable and effective communications management, allowing us to operate with such amazing success," Ross said.

"I am honored and humbled to have been a part of aiding the state's monumental task of distributing millions of vaccines to the arms of waiting Arizonans and visitors," Huls said. "The teamwork which took place between DEMA, ASU, the Arizona Department of Health Services, and Civil Air Patrol was amazing to see. With the scale and complexity of the coordination that was required, it was difficult to imagine how smoothly the state could successfully operate, distributing as many as 4,000 vaccinations per day at the peak of operations at Gila River Arena."

"It is hopefully a task we will never have to undergo again, but we know the capability is there to do it," Huls continued. "This has been no less than an historic event and CAP volunteers have contributed in a meaningful way to the greater good, saving potentially thousands of lives and helping us all move out of this pandemic."

CAP coordinators worked with DEMA to close the remaining two POD sites at the end of June 2021 and to reallocate material resources and supplies to other needed locations. 🇺🇸







**Left:** Clifton E. Cushman in the 1960s. (Source: Vietnam Veterans Memorial Fund)

## ***CAP Remembers Inspiring Message on National Fitness Day, May 8, 2021***

*by Capt. Brandon Lunsford, Sr, CAP, Oklahoma Wing*

MAXWELL AIR FORCE BASE, Ala. – in the mid-1950s, Clifton Emmett "Cliff" Cushman joined Civil Air Patrol as a cadet in Grand Forks, North Dakota. A high school and collegiate track star, Cushman was an NCAA individual and track and field team champion at the University of Kansas. In 1960 he commissioned as a U.S. Air Force 2nd Lt. and won the silver medal in the 400-meter hurdles in the Summer Olympics in Rome, Italy.

A stumble at the 1964 U.S. Olympic Team trials in Los Angeles, however, cost him a chance for gold. After failing to qualify, the former CAP cadet penned an open letter to the youth of Grand Forks, challenging them to strive to become better citizens.

"Over 15 years ago I saw a star," Cushman said in his letter. "First place in the Olympic Games. I literally started to run after it. In 1960 I came within three yards of grabbing it; this year I stumbled, fell and watched it recede four more years away."

"There is nothing I can do about it now but get up," he continued. "Pick up the cinders from my wounds and take one more step, followed by one more and one more, until the steps turn into miles and the miles into success."

Cushman continued by issuing a challenge to the youth.

"I dare you to have your hair cut and not wilt under the comments of your so-called friends. I dare you to clean up your language. I dare you to honor your father and mother. I dare you to go to church without having to be compelled to go by your parents. I dare you to unselfishly help someone less fortunate than yourself and enjoy the wonderful feeling that goes with it. I dare you to become physically fit. I dare you to read a book that is not required in school. I dare you to look up at the stars, not down at the mud and set your sights on one of them that, up until now, you thought was unattainable. There is plenty of room at the top, but no room for anyone to sit down. Who knows? You may be surprised at what you can achieve with sincere effort. So, get up, pick the cinders out of your wounds, and take one more step."

Undaunted by failing to make the U.S. Olympic Team, Cushman soared higher and deployed to Thailand in August 1966, flying combat missions over North Vietnam. On Sept. 25, his F-105D Thunderchief was shot down northeast of Hanoi.

Missing in action, Cushman was declared dead Nov. 6, 1975. In his brief combat career, he received a Silver Star, Distinguished Flying Cross, two Air Medals and the Purple Heart.

The CAP Cadet Physical Fitness Program is aligned with the Presidential Youth Fitness Program. In keeping with the challenge Cushman issued cadets across the nation in the 1960s, today's program is a comprehensive fitness program that promotes physical activity and fitness for improving the health of America's young people. Individuals who complete the cadet program and meet its physical fitness goals are also physically competitive with military physical training standards and the physical training requirement for military academies. 🇺🇸





**Top:** The large hangar at the Iowa Aviation Museum shelters a collection of “planes of the past.” (Photos: Lt. Col. Bob Ditch, CAP)

### ***On the Road with Arizona Wing’s “Dr. Bob” in Greenfield, Iowa***

*by Lt. Col. Bob Ditch, CAP, Arizona Wing*

GREENFIELD, Iowa – While on the road, spending time in Iowa, and waiting to attend a friend’s wedding, what do you do? Go to a great air and space museum and catch up on some personal aerospace education. That was my situation in May while in Des Moines, Iowa.

With a good eight hours to wait for the wedding, I took advantage of the time to discover a wonderful national treasure, the Iowa Aviation Museum in Greenfield, Iowa. Nestled among acres and acres of corn and soybean fields, just 12 miles south of Interstate 80, halfway between Des Moines and Omaha, Nebraska, there is a short unpaved road leading into the airport in the small town of Greenfield. At the end of that road, there are several small buildings and hangars with a retired Iowa Air National Guard A-7 Corsair mounted as a static display. Next to this warrior of the past sits that small, but premier museum.

From the moment you enter this treasure trove of air and space history, you are warmly welcomed by either Larry Konz or Kris Schildberg, mainstays of the museum. Their warmth and hospitality are encouraging, and their knowledge of Iowa’s air and space history is overwhelming. After signing their guest book and paying the nominal admittance fee, you are free to roam among all the treasures and historical artifacts.





**Above:** The Stearman C3, built by Stearman Aircraft of Wichita, Kansas, was a popular civilian biplane in the 1920s.

**Below:** The Iowa Aviation Museum is also home to the Iowa Aviation Hall of Fame.

The wise visitor will follow Larry and Kris's directions and move clockwise around the entry room, taking in all the history of aviation from the Wright-Brothers' visits to Iowa, to the renaissance period of our nation's aeronautical growth, through the two World Wars, as well as the Korean and Vietnam wars, operations Desert Shield and Storm, the evolution of civil air transport, into the modern age of aviation.

One of the most fascinating collections of artifacts was that of Neta Snook, the woman who charged Amelia Earhart one dollar for every minute they spent in the air while she was teaching Earhart how to fly. It is quite a collection. Once you have exhausted your eyes, overwhelmed your senses, and refreshed your shortcomings in history, they will welcome you into the hangar next door.

Upon entry into that large structure, you will most likely be awed by the extraordinary collection of "planes of the past," many I had never seen or even heard of before. Then you end the tour by entering the aviation shrine of Iowa – the Iowa Aviation Hall of Fame, where great men and women pioneers of aviation history are recognized for their experiences, contributions, and roots as Iowans.

Again, do not wait for a wedding invitation to Des Moines to take advantage of this treasure trove of aviation history. It only lies just a few minutes south of your cross-country journey on Interstate 80. It is worth the welcomed detour into history.

For more information on this wonderful showcase of Iowan aviation history, and the Iowan aviation pioneers' contributions to our nation, go to <http://www.flyingmuseum.com/>. Take advantage of this oasis in history, lying deep within the breadbasket and heartland of America's farmlands of Iowa "While on the Road." 🍷





## On Language

### *Musings on Homonyms*

AUSTIN, Texas – As we have mentioned before, when it comes to meaning and expression, linguists bow to usage, although semanticists cherish etymology and take refuge in the realm of traditional expression. Drifting from the original meaning in the case of a word originating in Latin, for instance, is much more prevalent in English than in the Romance languages. Take, for instance, the verb *felicitate*, that in recent years – after having been used in the sense of *congratulate* since the 1630s, is now accepted as “to consider happy or fortunate” as its primary meaning, with “to make happy” now shelved as “archaic” and with the secondary meaning of “to offer congratulations to.” All this is the result of taking little sidesteps from the original Latin *felix* (fruitful, fertile, happy, lucky).

Italian is considered the most conservative descendant of Latin, and its equivalent of *felicitate* is *felicitare*; in Spanish, it is *felicitar*; in French, *féliciter*. All of them with the meaning of offering congratulations. Now, the English *congratulate* translates in Italian as *congratularsi* [si con], in Spanish as *felicitar*, and in French as *féliciter*. It turns out that the Latin *congratulatus*, resulting from the mating of *con-* with *gratulari*, starting in the 1540s meant “address with expressions of thanks and pleasure.”

Where did it all begin? It did in the Latin *felix* (happy) and *gratia* (thanks, grace).

Then, there are homonyms. Those pesky words that sound alike and mean totally different things. The Merriam-Webster Dictionary offers the example of *cite*, *site*, and *sight*, all of which are nearly identical in sound and, in speech, only recognizable from the context.

In the mid-15th century, the verb *cite* came into English through the Old French *citer* (to summon) from the Latin *citare*, in turn from the Proto-Indo-European (PIE) root *keie-* (to set in motion, to move to and fro). In the 1530s, the English *cite* was first used as “to bring forth a passage in writing, to quote.”

In the late 14th century, the English *site* was first used in the sense of location, place or position occupied by something, from the Anglo-French *site*, Old French *sīte*, Latin *situs*, and PIE *si-tu-* from the root *tkei-* meaning “to settle, dwell, be home.” A clear line of descent.

But Latin does not reign supreme in this word creation and derivation. The English noun *sight* is descended from the Old English *siho*, *gesiht*, *gesiho* (thing seen, aspect, vision, apparition), from Proto Germanic *skh(w)-* (source also of Danish *sigte*, Swedish *sigt*, Middle Dutch *sicht*, Dutch *zicht*, Old High German *siht*, and German *Sicht*, *Gesicht*).

To understand how English has come to be, one must look back some two thousand years, and even earlier, before the Romans conquered Britain starting in the year 43, under Emperor Claudius, a time when the inhabitants spoke the ancient language of the Druids, Erse, Pict, Scot, Welsh and so on. Another obstacle to a clean break from one language to another is a combination of habit, mobility, and education. The one surviving official language of that time is Welsh, that is still spoken in Wales, and has no connection to any other language, nor is it pronounced as one might think by trying to read the written words.

Although Rome had a significant impact on Britain's culture, it failed to replace the existing languages because the original inhabitants were never assimilated into Roman culture and, for the most part, remained hostile to the invaders. An invasion that was reversed in 410, when Rome recalled all its legions to defend it against the onslaught of the Asian hordes, followed by Rome's fall to the united Germanic tribes that Julius Caesar had vanquished four centuries earlier.

Linguistically speaking, Rome contributed barely more than the names of places and cities, having left a vacuum of power that the Celtic inhabitants were unable to fill. To protect their lands from other local invaders, the Celtic government hired Saxon mercenaries to defend it against Picts and Scots but, instead, the Saxons soon took over from the Celts. These Saxons spoke a



Proto-Germanic language, that became Britain's new standard, augmented by the Germanic language spoken by the Angles, a tongue now known as *Early Anglo-Saxon*.

Then, in 1066, William the Conqueror, Duke of Normandy, wrested power from King Harold at the battle of Hastings (Harold died in combat), becoming the first Norman King of England. These Normans spoke *Langue d'Oc*, that was descended from Vulgar Latin through the Gallic, and was a precursor of Old French.

This was the beginning of a deep linguistic division in Britain, since the language of the Court, nobility and Commerce became the newly transplanted *Langue d'Oc*, that of Medicine, Science and Law was *Latin*, and the peasantry kept speaking the *Anglo-Saxon* of pre-Norman Britain. Gradually, the *Langue d'Oc* merged selectively with *Anglo-Saxon*, becoming what today is called Anglo-Norman, a variant of Old French augmented with Germanic vocabulary.

Over four centuries later, in 1485, Henry VII beat the Norman King Richard III and became the first Tudor King, an armed contest that ended the so-called War of the Roses. The Tudors were a royal house of Wales who spoke Anglo-Saxon, which Henry tried to impose on Britain to replace the Anglo-Norman spoken at court. However, the Welsh version of Anglo-Saxon proved to be incomprehensible to the population at large, therefore Henry was advised to choose the Anglo-Saxon spoken in East Anglia instead, that had undergone a greater influence from *Langue d'Oc*, and this became Middle English.

It is at this point that England (a name that embraced the whole of the British Isles, and that was derived from "Land of the Angles") turned back the clock, as it were, adopting a language less influenced by Old French that reinstated some of the original Anglo-Saxon.

Literature flourished during this period and soon afterwards, culminating in the Elizabethan Era and the vastly popular writings of William Shakespeare. Since the English language was still developing at that time, and the vocabulary in daily use lacked many ways of expressing new thoughts and ideas, Shakespeare created new expressions, took others from other languages, and expanded the language in unexpected and highly successful ways, experimenting with blank verse and innovative grammatical structures. It could be said that Shakespeare re-invented the English language.


Something similar happened in Germany about a century earlier, when the Central European land was dotted with local different dialects of Germanic origin, at times in conflict with each other. It was Martin Luther, who was a professor of theology and a learned scholar, who studied all Germanic dialects to find a common thread in them, and he used this "compiled" vocabulary to translate the Holy Bible into German, thus creating the basis of modern German.

Thus, today's English has many words that were taken from other languages, and some that trace their origin to Latin or – to a lesser degree – Greek, the two most important languages from which are descended the languages of most European countries.

So, in another case of linguistic confusion, let us examine how *eminent*, *imminent*, and *immanent* came to be. Of these, the first one is the most common, with the last one being the least used. For the unending chagrin of someone acquiring a deeper knowledge of English, taken as spoken words, they are almost identical in pronunciation. The difference is in the context.

*Eminent* (adjective first used in the early 15th century that means "standing or rising above, of exceeding quality") is descended from the Old French *éminent* (13th century, "prominent") or from the Latin *eminentem* "stand up, project, prominent, conspicuous."

*Imminent* (adjective first used in 1520s), from the French *imminent* (14th century) or directly from Latin *imminentem*, (overhanging, pending), from the PIE root *en* + *minere* "jut out."

*Immanent* (adjective) first used in 1530s (indwelling, remaining, inherent) from the French *immanent* (14th century) from Late Latin *immanens*, from PIE *en* + Latin *manere* "to dwell." 

**Lt. Col. Arthur E. Woodgate, CAP**

*SWR Director of Public Affairs*





## **The Safety Corner**

### ***About Using the SIRS on eServices***

The National Safety Staff has been hard at work on the Safety Information Reporting System (SIRS) since the beginning of 2021, with the goal of making safety reporting easier for members to use. An additional goal is to develop a system that can provide meaningful safety data that commanders and safety officers at all levels can use to improve their individual safety programs; something that the current system does not do very well.

Did you know...? Any CAP member with access to eServices can report a mishap. We encourage members to report mishaps without fear of repercussions. It is the best means to find and correct hazards that our members face in the performance of our CAP missions. We cannot fix what we do not know is broken.

### ***Here are a few tips for entering mishaps into SIRS***

The mishap narrative is seen by a lot of people outside safety channels, so it is important to safeguard the identity of the persons or units involved in a mishap. Do not enter personally identifiable information (PII) such as names, CAPIDs, aircraft tail numbers, vehicle identification numbers or geographical references (city, street names or pin-pointed locations) that would tag the mishap to a specific unit or individual. Those details are added elsewhere in the report, where someone outside command and safety channels cannot view them.

The mishap description should be brief and concise.

#### **This!**

"During preflight inspection, the tail tiedown ring was discovered sheared off with damage to the lower aft fuselage."

#### **Not this!**

"On April 23, 2021, at approximately 0730 hrs. local time, I, 2nd Lt. Doe, James R., CAPID 654321, discovered an anomaly during preflight of N123CP at the Big City Airport. The damage consisted of scrapes to the bottom of the fuselage and the tiedown ring was missing."

Take photos to document any damage that occurred during a mishap. For some images, it is helpful to include a ruler or other common object (pen, coin such as a 25-cent piece) into the image so the viewer can get a sense of scale. A closeup of a dent without additional images taken from further away to show spatial relationship does not aid the mishap review process.

There are several courses available to all members in the AXIS eLearning module of eServices that can help members learn how to properly enter mishap reports.

If you need to enter a mishap and are not sure how to proceed, contact your unit safety officer for assistance. Your safety officer is always ready, willing, and able to assist! 🇺🇸

**Col. Robert Castle,**

*CAP SWR Director of Safety*



## ***Associated Press Style in a Nutshell***

Below are the most important rules to keep in mind when writing in AP Style

- Write the title in normal English-language capitalization. Never all in caps.
- Add your byline below the article title
- Do not format the text in the article (only exceptions are: bullet comments and numbered paragraphs in a section that details a process or sequence).
- Do not indent the first line of a paragraph.
- Use AP Style rules for punctuation.
- Single space the article. At the end of each paragraph, execute two end-of lines (Enter key).
- Do not introduce artificial paragraphing by hitting the Enter key at the end of each line in your article. Instead, let the text wrap naturally and tap two Enter keys at the end of the paragraph.
- Use only a single space after a period.
- Insert a dateline at the beginning of the article, following AP Style rules.
- Answer the 5Ws: Who, What, Where, When, Why + the honorary W: How. In writing a CAP article, you will always know the 5Ws.
- Write all dates in AP style.
- Do not use postal codes instead of state abbreviations in the dateline (not OK but Okla., not NM but N.M.) but some states have no abbreviation, such as Texas.
- Write all military grades in AP Style.
- Write the article in the third person singular.
- Express no opinion.
- To express opinion, use one or more quotes of qualified sources – always get the quoted person's permission to include the quote, unless it is a matter of record (printed article or recorded audio-visual). Get the quoted person's grade, name, job title and organization.
- Never self-quote.
- Identify all persons by grade or title, name, job title if material, and organization.
- Never refer to a young person as "kid."
- When a young person is a CAP cadet, never use "kid," "boy," "girl" or "child" but identify each one by grade, full name (or last name only – never first name only), and unit of assignment.
- Never use "their" for the possessive of a singular subject, such as, "the cadet took their meal."
- Avoid the abbreviations i.e. and e.g. You may know what each one means, and the Latin words they represent, but most people confuse the two. Be clear. Write in English and leave Latin and non-English to scholars.
- Refer to CAP members by grade, name, duty position and unit of assignment. Never by first name.
- On second or subsequent references, use only the last name, except when there are two persons with the same last name, in which case the use of both first and last name is preferred (never just the first names).
- In the case of CAP or military commanders or high-ranking senior members, on second reference use the grade and last name.
- Do not use Lt. as a grade. Lt. is a mode of address. The correct grade may be 2nd Lt. or 1st Lt., but never Lt. Only the Navy and Coast Guard have the grade of Lt.
- Do not use exclamation marks in the body of your article, as doing so expresses opinion.
- Use simple declarative sentences.
- Avoid the passive voice.
- Remember the rules of English grammar and syntax, and follow them.
- **For best results**, buy the latest copy of the Associated Press Stylebook, available at a modest cost at [www.ap.org](http://www.ap.org) – read it, study it, know it, and use it. 📖